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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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CHICAGO, ILLINOIS, MARCH 15, 1912.

No. 9.

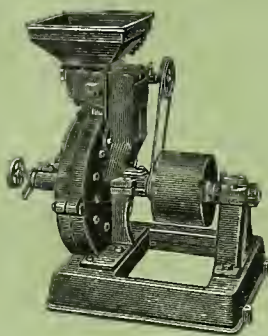
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There has been no interruption in business.

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ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



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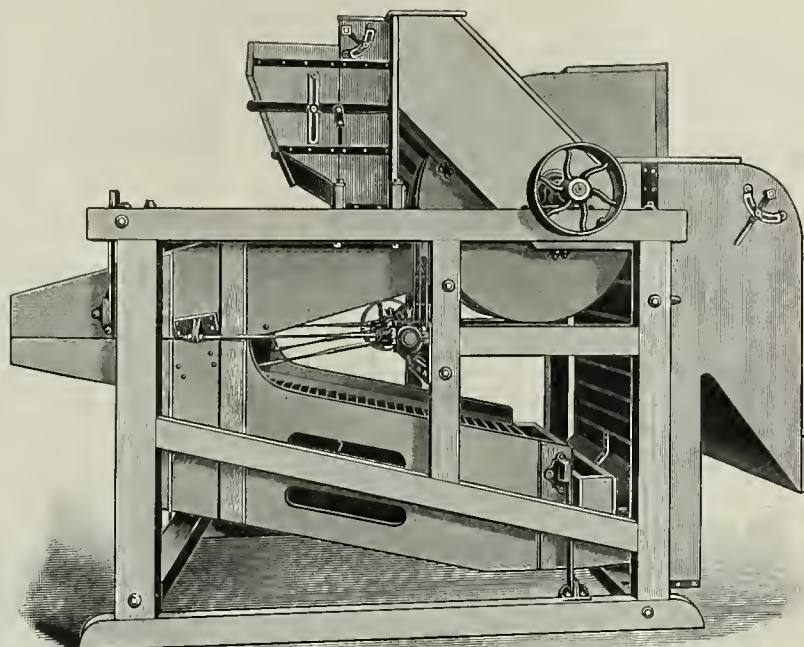
Will remove any desired percentage of moisture from grain, putting it in perfect condition for milling, shipping or storage.

It is working daily drying Wheat, Whole Corn, Cracked Corn, Buckwheat, Beans, etc.

WRITE US FOR FULL INFORMATION

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REPRESENTED BY { L. S. MEEKER, 2 Chamber of Commerce, Minneapolis, Minn.
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Designed especially for cleaning corn and removing the cobs as it comes from the Sheller. Equipped with non-choking sieves of special construction and deep reservoir ring oiling boxes. Built of hard wood and iron in capacities from 200 to 2000 bushels per hour.

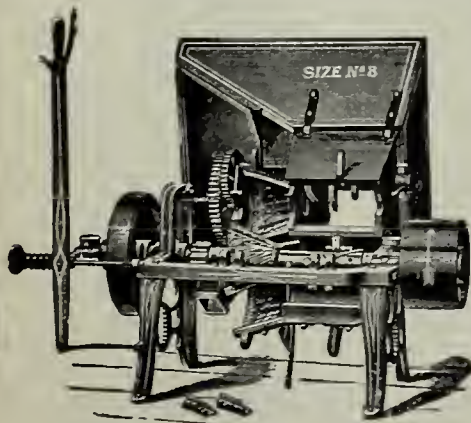
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(Sold with or without soaking elevator)

It CRUSHES ear corn (with or without shucks) and GRINDS all kinds small grain and KAFFIR IN THE HEAD. Has CONICAL shaped GRINDERS, DIFFERENT FROM ALL OTHERS. RUNS LIGHT. Can run EMPTY WITHOUT INJURY. Ahead of rolls or stones in speed and quality of work.

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Circular sent for the asking.

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You give the
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Oh, they can furnish you anything you want from Power to the car. Send for their catalog and tell them what you want or would like to do to your plant, and they will send an experienced man to help plan the improvement.

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WE WERE THE FIRST TO BRING OUT A

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The stock ground on the American Special Chopper is soft and bulky and just the kind of ground feed required for stock feeding.

The Grinding Plates used on the American Special are fully covered by patents.

Write for Catalog and prices.



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ANDREW RUSSEL, of Jacksonville, is seeking the republican nomination for the treasurership of Illinois. He held that office from 1909 to 1911 and his record then was such as to again commend him to the voters of this state. A banker and a business man of long experience, he conducted the office of state treasurer with honesty and integrity; characteristics which have marked his career in numerous other positions of honor and trust.



ANDREW RUSSEL

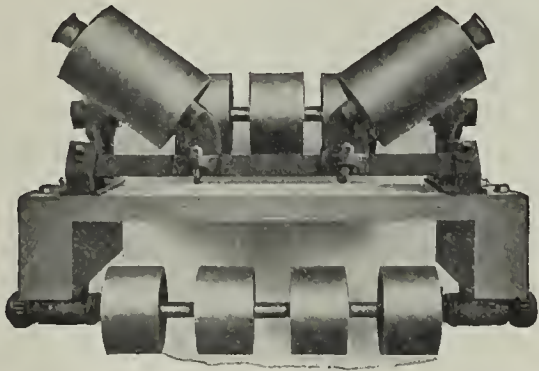
He comes of rugged, old Scotch stock, his father, William Russel, coming with his parents direct from Glasgow, Scotland, to Morgan County, Illinois, in 1834, where in 1853 he was married to Miss Emily Gallaher, a native of Sangamon County, Illinois. Andrew Russel was born in Jacksonville on June 17th, 1856—the day of the birth of the republican party—and through all his life has been one of its staunch supporters. He received his education in the public schools, in the Jacksonville Business College and in Illinois College.

Mr. Russel, in 1874, became connected with the Jacksonville National Bank, and after sixteen years active service he severed his connection with that institution to become a member of the banking firm of Dunlap, Russel & Company. Two years ago, Mr. Dunlap and Mr. Russel acquired the controlling interest in the Ayres National Bank of Jacksonville, and during the present year it will move into its new home, a commodious seven-story building, now in course of construction. When this is done the banking house of Dunlap, Russel & Company will be merged into it, thus making one of the largest and strongest banking institutions in Central Illinois.

Mr. Russel is a past president of the Illinois Bankers' Association, has served five terms as treasurer of the city of Jacksonville, for six years was chairman of the State Board of Pardons, for a number of years president of the Jacksonville Library Board, and has held various other positions of honor and trust in his native city. Mr. Russel takes a special interest in all educational matters, and in the physical training of young boys and their athletic sports, and probably among the many important offices which he has held there is none in which he takes more pride and pleasure than that of being chairman of the Board of Trustees of Illinois College.

Mr. Russel spent much of his boyhood on the farm and knows what real farming is. He is the owner of several hundred acres of land, and under his guidance and largely through the adoption of his suggestions his farm has become very profitable. In the past few years he has turned his attention almost exclusively to the raising of grain and has demonstrated that a man can be both a successful farmer and banker.

In the very prime of life Mr. Russel represents a type of manhood that stands for genuineness, honesty, earnestness and ability—all valuable attributes, and the republicans of Illinois will make no mistake if they select him as their candidate for nomination for state treasurer at the primary on Tuesday, April 9th.



Improved Belt Conveyor

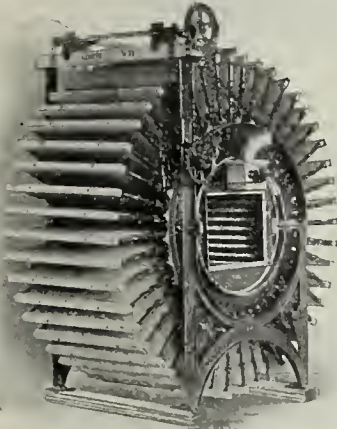
Carries all kinds of grain and mill products in package or bulk. Gradual, uniform curve of belt secured without complicated parts. Bearings thoroughly lubricated and have adjustment for taking up wear. Tripper substantial and reliable. Entire system economical and satisfactory—nothing to get out of order.

We manufacture a complete line of Elevating, Conveying and Power-Transmitting Machinery. Headquarters for supplies. Send for Catalog 34.

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NO DUST GETS AWAY FROM THIS MACHINE. TRY ONE NOW.

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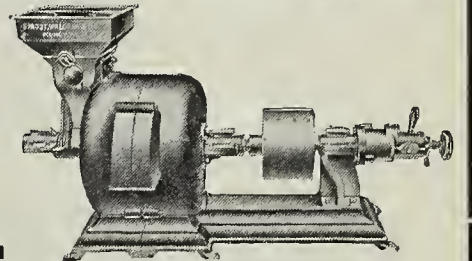
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Supremacy
Satisfaction

The KING-PIN
OF ALL ATTRITION MILLS

GENUINE FRENCH BURR MILL



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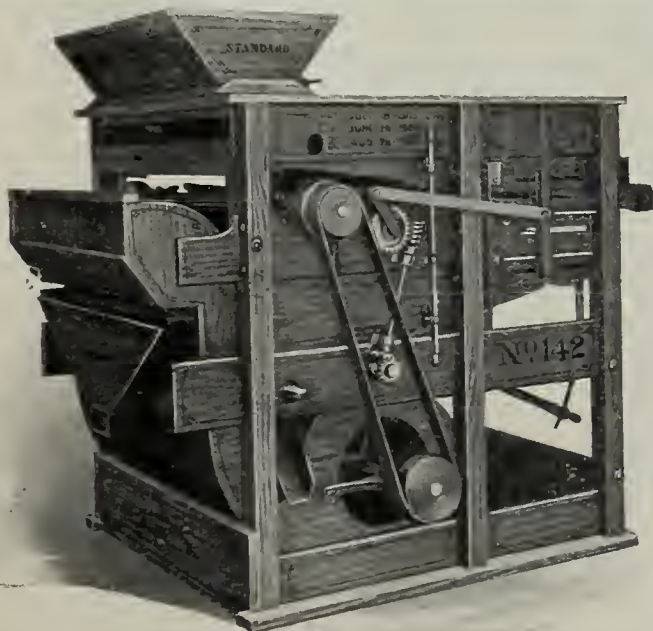
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Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,
7, 9 and 11 South Main St. SAINT LOUIS



No. 142 "STANDARD" GRAIN AND SEED CLEANER

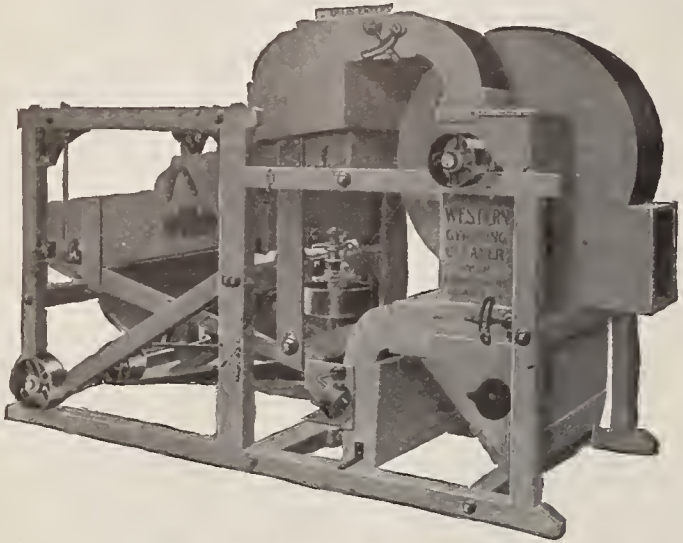
EQUIPPED WITH SCALPER SCREEN, TRAVELING BRUSHES, BLAST REGULATOR AND SINGLE DRUM

THIS machine is built with a full length scalper screen, which runs in an opposite direction from the two lower screens, and it will clean stock in one operation that would otherwise require two runs on a two screen machine. The lower screens are equipped with *Traveling Brushes*, and the Cleaner is also equipped with our Patented *Blast Regulator* which entirely eliminates the use of *Double* or *Divided Drums* in any width of Cleaners desired, and insures a perfectly *Even Blast* the entire width of the Drum. This is one of the most vital points to be considered in choosing a Cleaner, and commends the Standard to those who desire a Machine for the highest quality of efficiency. This Cleaner is of large capacity, and is A1. for Receiving, Grading and Cleaning Grain or Seeds of every variety. We will be pleased to forward full particulars on request. We manufacture a complete line of the latest improved and most durable and efficient Grain and Seed Cleaners ever produced. Write us for Catalogue and Discounts.

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CRESTLINE, OHIO, U. S. A.

WESTERN

machinery has played an important part in handling the World's Grain crop for nearly half a century.



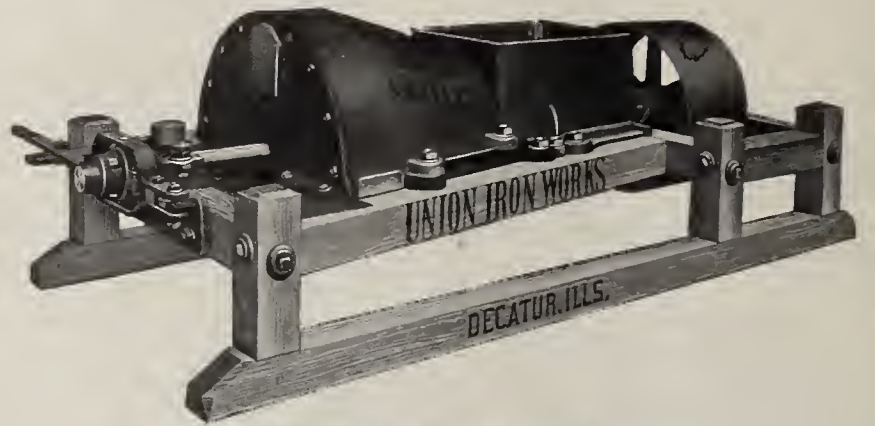
The Western Gyration Cleaner

We manufacture everything needed for the grain elevator, from pit to cupola.

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are the recognized standard wherever corn is grown.



The Western Regular Warehouse Sheller

UNION IRON WORKS

DECATUR, ILLINOIS

It Is Important To Decide Right

If you are about to purchase a feed mill we can demonstrate to you that the only wise decision to make is to purchase our

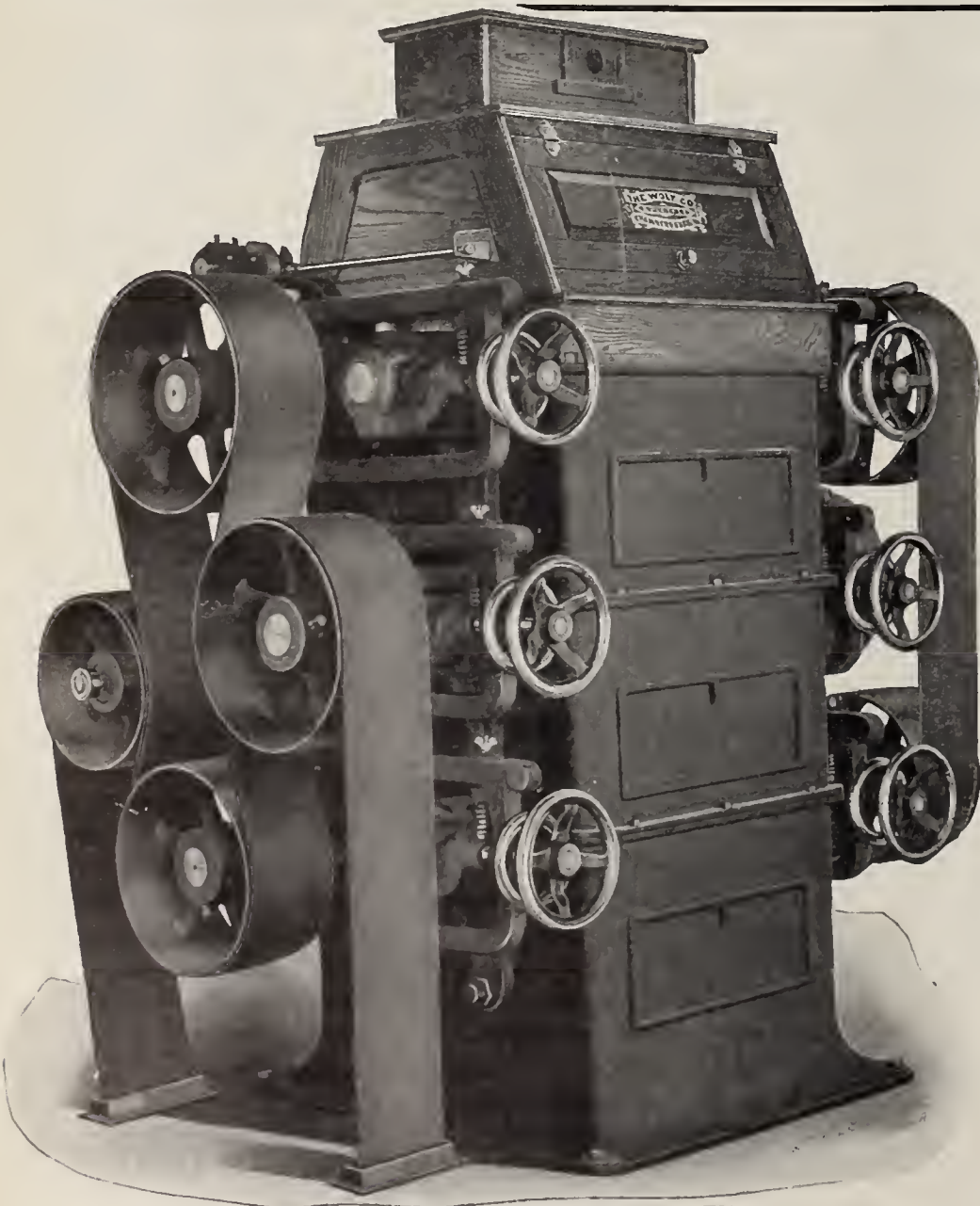
Wolf Three Pair High Roller Mill

The accompanying picture speaks for itself. The mill is strongly built, light running with large capacity and is unequalled for feed and chop grinding.

Send for descriptive circular

THE WOLF CO.

Chambersburg, Pa.





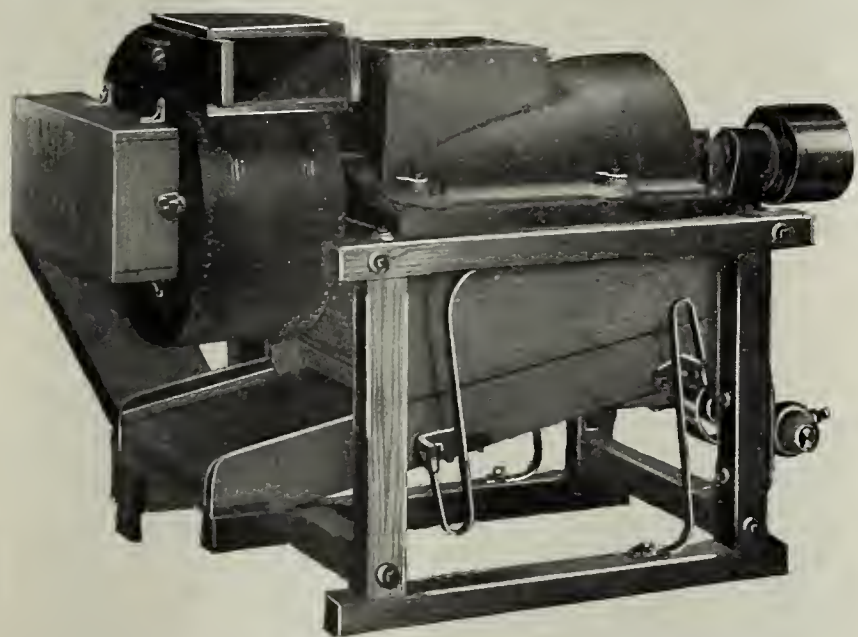
THE WATER IN CORN

is the most serious proposition the grain man faces today.
It isn't serious if you face it with a Hess Drier and a Hess
Moisture Tester. Ask us about them. Used every-
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Chicago, Illinois



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offered by hundreds of success-
ful mill and elevator owners is
the best argument in favor of

"N. & M. CO." ELEVATOR EQUIPMENT

These men use "N. & M. Co." equipment because they have proved beyond a doubt that it is unsurpassed in quality, reliability, and economy of power and upkeep.

Now is the time to install that feed mill. We carry a complete line.

NORDYKE & MARMON COMPANY

America's Leading Mill Builders

Established 1851

INDIANAPOLIS, IND.

SIXTY YEARS OF SUCCESSFUL MANUFACTURING

An Indisputable Record

WEIGHED ON FAIRBANKS TYPE-REGISTERING BEAM			
Load of	<i>corn</i>	Date	<i>3/23</i> 191 <i>2</i>
Bought of	<i>R. B. Harris</i>		
Gross	<i>9785</i> lbs.	Price	..... per cwt.
Tare	<i>2835</i> lbs.	Price	<i>64</i> per bu.
Net	<i>6950</i> lbs.	Driver	<i>on</i> off
Net	..... bu.	<i>S. J. Perry</i>	Weigher

When ordering duplicate of this ticket refer to Form No. W 102

You have a record like the above of every weigh for both yourself and customer by using a

Fairbanks Wagon Scale with Type Registering Beam

It not only protects you, but it inspires confidence. It's business like.

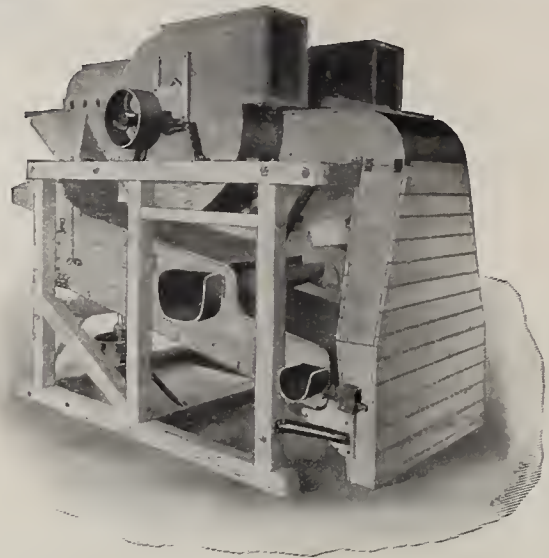


Catalog No. 544-2F, gives full details of the construction, use and advantages of these beams. Write for copy.

Fairbanks, Morse & Co.

900 South Wabash Avenue, Chicago, Ill.

The Sidney Corn and Grain Cleaner



THIS MACHINE is designed for cleaning corn from the sheller, also cleaning oats and wheat, and to meet the requirements of the elevator trade.

GERLANE, KANSAS, 2-19-12.

Gentlemen—Three years ago I had one of your Oscillating Corn and Grain Cleaners put in the Elevator that I was building at that time for the specific purpose of using it for corn alone, at the same time I put in a Combined Oat Clipper and Grain Cleaner; after using both for a time I found out that I did not need the other one and have used yours for both Wheat and Corn with perfect satisfaction and find that I have no need for any other. I am,

Yours very truly, M. J. LANE.

THE PHILIP SMITH MFG. CO.

A Complete Stock Carried at Enterprise, Kansas

SIDNEY, OHIO

UNIVERSAL GRAIN CODE

(and Mill Feed Supplement)

COMPILED FOR USE OF

GRAIN and MILLING TRADES

OF THE

United States and Canada

This Code meets the present day requirements of the grain and milling trades—is up-to-date in every respect and thoroughly covers the changes in methods and business that have come into use of late years.

The translation expressions and tabulated matter is a great improvement upon any public grain and milling code now in use, and is an assured factor in saving tele-

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The Universal Grain Code is being used by many hundreds of the most active firms in the country.

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NOT A BILL OF EXPENSE BUT A SOURCE OF REVENUE

Enables
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Most
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No Bother
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Never
Gets Out
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Will Not
Rust
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60 Days'
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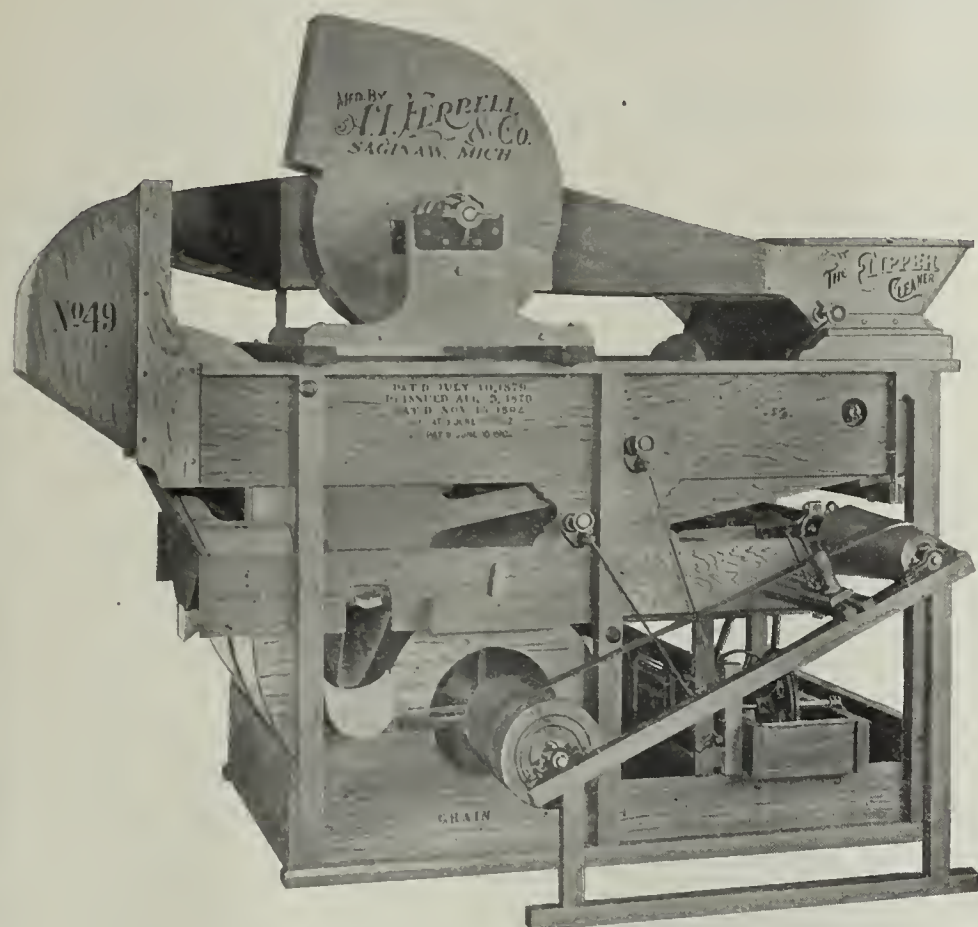
PORTABLE BAGGER

Write for Catalog.

National Automatic Scale Co.

Bloomington, Illinois

"Clipper" Grain and Seed Cleaners

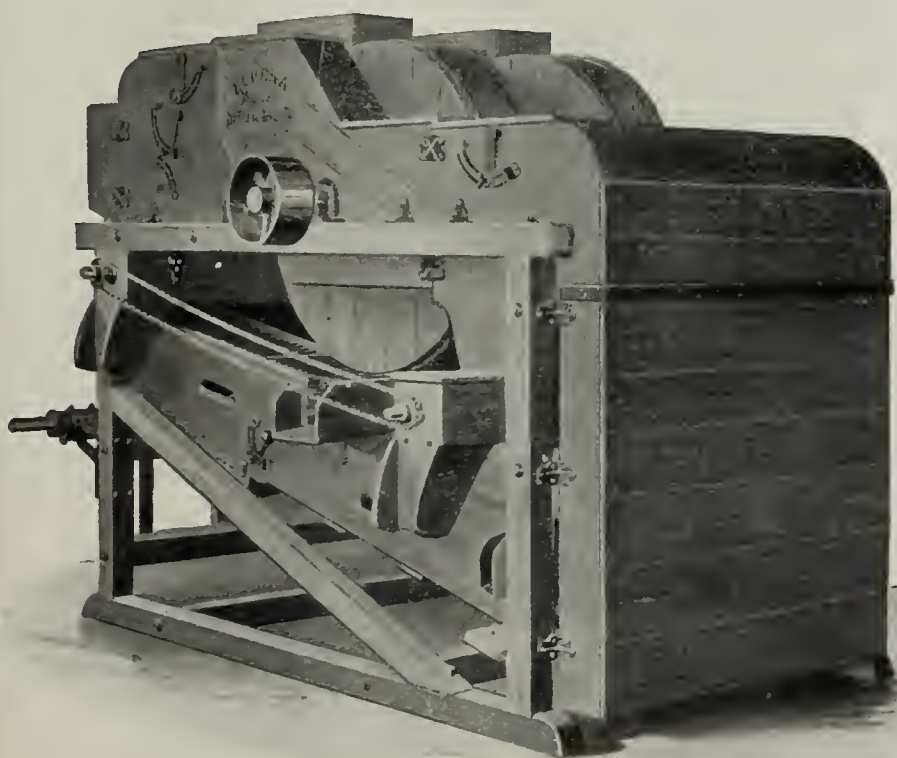


The No. 49 Clipper is a first-class grain receiving cleaner for local elevators. It has large capacity, is solidly built, is dustless and will make the most difficult separations. It is simple, strong, convenient and will not easily get out of order. It requires less for repairs than any other grain cleaner on the market and is always ready for business. Ours is the only successful combination cleaner on the market. We give a 30-day guarantee with each machine.

If you are looking for the best cleaner, we would like to show you what we have. Our line of clover seed cleaners is strictly up-to-date. All sizes and capacity. We can furnish machines with Traveling Brushes, Air Controller and all modern improvements. Send for catalog and discounts.

A. T. FERRELL & CO., - SAGINAW, MICH.

"Eureka" Combined Cleaner for Corn and Cobs and Small Grains



FIVE YEARS AHEAD OF ITS NEAREST COMPETITOR
Our New 250-Page Catalogue Tells Why

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Northwestern Representatives: E. A. PYNCH & CO.,
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THE INVINCIBLE-SYPHER Electro Automatic Magnetic Separator



Very Durable—Small Consumption of Current

Will positively remove all iron from the grain.

Has retaining force of 500 pounds, making it impossible for any iron to pass it.

This machine does not deteriorate with age—on the contrary actually becomes more efficient with use.

We are prepared to furnish a small inexpensive dynamo for it where current is not available.

INVINCIBLE GRAIN CLEANER COMPANY

SILVER CREEK, N. Y., U. S. A.

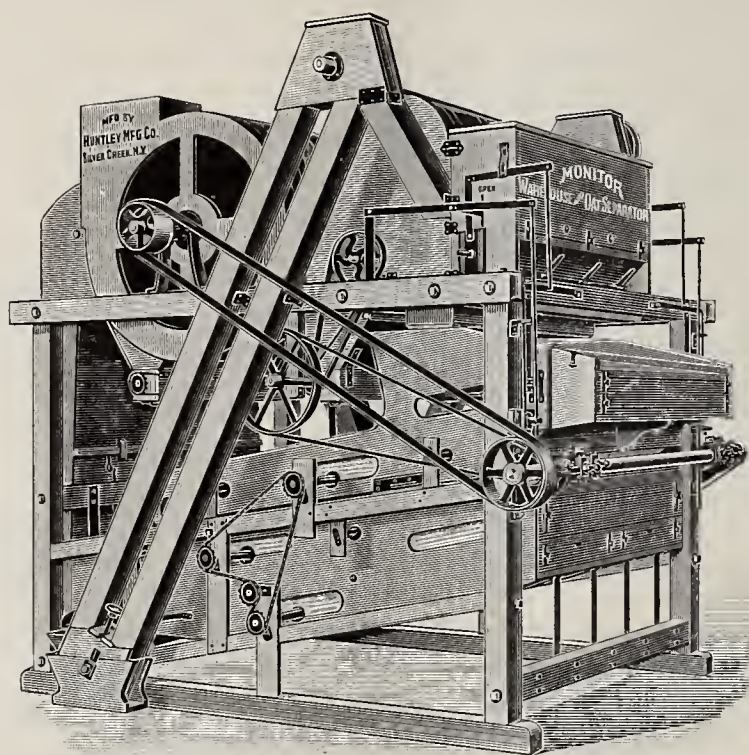
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GRAIN CLEANER AND OAT EXTRACTOR

Equals The Work of 2 Or More Machines



Another Exclusive “Monitor” Production

CLEANS VIRGIN WHEAT
AND AT THE SAME TIME
REMOVES ALL OF THE OATS

It is more than likely you have never seen nor heard of a machine, any machine, that possessed ability to clean virgin wheat and at the same time perform anything like a perfect separation of “oats removed.” That dirty wheat from the grower takes a lot of cleaning—it’s so dirty you experience difficulties in cleaning it; you need extra fine air work—and lots of it, also very capable screen work—and lots of it. You need these things to clean virgin wheat as you, of course, know. And if oats are in the wheat, many of them you clean the second, or perhaps the third time. Now we can tell you how to combine all this work—do it all at one time. Seems almost impossible—but it’s easily accomplished on this “Monitor” machine. Send for our new catalog No. 45 (recently issued), read and study our description and claims, then let us tell you of large concerns who are using this machine—and have done so for years. You will quickly realize that we are offering you a truly wonderful machine, and one that is actually capable of work you simply cannot handle with your present equipment—write us today.

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The American Elevator and Grain Trade

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

VOL. XXX.

CHICAGO, ILLINOIS, MARCH 15, 1912.

No. 9.

NEW HOUSE AT SPRINGFIELD, ILL.

The Burrell Engineering and Construction Company of Chicago has just finished at Springfield, Ill., for Frank Wiedlocher the combined warehouse and elevator shown in the picture, which, as the reader will soon see, is one of the most complete plants of its kind in Illinois, a model of good construction and of working convenience. The plant as a whole consists of a two-story warehouse 42 feet wide and 28 feet long, built of reinforced concrete throughout, and a 30,000-bushel elevator 30 feet wide and 42 feet long.

The warehouse is divided in three 14-foot bays in width and seven 14-foot bays in length. The basement runs the full length and is eight feet high, the floor being five feet below and the first floor three feet above ground level. This basement is surrounded by heavy concrete walls reinforced with steel bars and has a 4-inch concrete floor laid on cinder-fill to prevent dampness, and is coated with cement finish to give a smooth surface. Part of this basement is partitioned off into rooms for various purposes, such as toilet, storeroom and a room for a 20-h. p. boiler to be used for heating purposes as well as furnishing heat for the grain drier.

The boiler room is also large enough to hold a carload of coal. The partitions are made of 6-inch hollow tile and finished with cement plaster. The remainder of the space in the basement will be used for storing various materials handled by the merchants in the feed commission business.

Leading from the basement to the first floor is a stairway made entirely of concrete reinforced with steel bars.

On the first floor facing the street is the owner's office, which is 42x28 feet and is divided into a lobby, 14x28 feet; bookkeeper's office, 14x28 feet; general office, private office and a teamsters' office. The last is partitioned off from the warehouse with glass panels set in stucco frames. Leading from the street to office is a stairway 14 feet wide, inclosed with nicely molded railing on both sides, all made of reinforced concrete.

Behind the office on first floor is a space 42 feet square reserved for storing purposes. In the south wall of this room are two large steel roller doors to be used for loading and unloading wagons.

At the rear of the warehouse and adjacent to the elevator is a driveway 28 feet wide, the floor of which is lowered 2 feet from warehouse floor and runs clear through the building. The purpose of this driveway is to enable the owners to do as much as possible of the loading and unloading indoors. The two ends of the driveway are inclosed by four

steel roller doors 12x12 feet, made by the Kinnear Mfg. Co. The ceiling is provided with eyebolts with blocks and rope to raise the tops of wagons to prevent any interference in loading and unloading. The floor is provided with two wagon dumps to receive corn from wagons—one for ear corn and one for small grain.

On both sides of the warehouse, leading from the street, is a paved driveway 20 feet wide. This consists of a 6-inch concrete slab of 1—3—5 mixture, laid on well tamped cinder-fill. On top is a layer of paving brick laid in sand. On the south side of the building on this driveway, next to the office, is a 10-ton Howe Wagon Scale. The purpose of this

carry a live load of 350 pounds per square foot and consist of 7-inch concrete slabs supported by heavy concrete girders.

The mixture of concrete used in this building is as follows: For foundations, 1 part cement, 2½ parts sand, and 5 parts gravel; for everything above foundation the mixture is 1 part cement, 2 parts sand, and 4 parts gravel. The method of constructing the building was to use movable forms made in three sections each two feet high. The forms for the floors and columns were built up ahead, which made a continuous performance possible.

At the extreme east end of the premises is the elevator, which has a full basement and full work floor, sacking floor, and distributing and cupola floors.

The basement is made of concrete throughout, with a boot pit six feet below the floor. This pit is made tight by three coats of water-proofing.

The basement contains one 20-inch conveyor belt for receiving grain from track, one B. S. Constant Chain Drag for receiving ear corn from the wagon dump, one sheller, one 8-car cable car puller, all this machinery being driven from a line shaft which in turn is driven by a 40-h. p. motor. A passageway extends from the elevator under the driveway and into the warehouse basement for trucking purposes.

On the first, or working, floor is a wheat scourer and one 3-pair-high 6-roller feed mill.

On the track side of the building is a 6-foot platform running the full length of the building, which is used for trucking into cars. Below this platform is a receiving pit, also constructed of concrete and covered with a steel grating. A Clark Automatic Shovel is used for unloading cars, the shovel being covered by a permanent awning extending over the track.

In the southeast corner of the elevator is a large chute extending from the car door through the basement wall to a bag elevator which hoists the bags up to the sacking floor, where they are dumped upon trucks and are then trucked into the work-room.

The elevator has sixteen bins, ten of which are used for the handling of grain and the six at the south end for sacking purposes. The ten bins are each 31 feet high and the six bins each 19 feet high, the latter height allowing for an extra story to be used as a sacking floor. This floor is provided with chutes to load directly into cars or upon wagons. On the distributing floor are two trolley distributing spouts. On the cupola floor is a 2,000-bushel per hour automatic scale, one combination cleaner and one cracked corn grader. The elevator is also



FRANK WIEDLOCHER'S WAREHOUSE AND ELEVATOR, SPRINGFIELD, ILL.
Designed and built by Burrell Engineering and Construction Company, Chicago.

continuous system of driveways is to drive teams in at one side and out at the other.

In the office lobby is the stairway leading to the second floor. This stair also is of reinforced concrete. The second floor is used entirely for storing purposes except a space in the northeast corner 14x42 feet in size, which is occupied by an ear corn bin equipped by a B. S. Constant Ear-Corn Chain Drag so arranged that corn can be spouted either direct to wagons or to the floor below to be sacked. On the south side are two wagon chutes for sacks or parcels of any description, the entire arrangement reducing the labor of loading wagons to a minimum.

A one-ton freight elevator driven by electric power runs between the basement and second floor, which enables the owner to move goods from one floor to the other with the least labor. A series of chutes also is provided to send parcels from the second floor to either the first floor or basement.

From the first floor to roof the walls are made eight inches thick and heavily reinforced with steel bars and braced at intervals with heavy pilasters, and there is also reinforcement to give the building a maximum of stability. The floors are designed to

equipped with three stands of legs of a capacity of 1,000, 2,000 and 500 bushels per hour respectively.

The roof of the elevator is covered with 4-ply asbestos roofing, while that of the warehouse is bare concrete covered with waterproof paint. The windows throughout on the two buildings are entirely fireproof, being made of No. 26 gauge steel frames and glazed with wire glass. The roof on the warehouse is also provided with six skylights made of wire-ribbed glass set into concrete and made watertight by cement mortar.

JOHN S. METCALF PASSES AWAY.

John Sanborn Metcalf, president of the John S. Metcalf Co., engineers and builders of grain elevators, Chicago and Montreal, and one of the best known men in his line in America, died at his home in Evanston, Ill., on March 4th. The immediate cause of his death was heart trouble, but he had not been well for the past year and had been confined to his bed since last August. The trade in general was not apprised of his sickness and only his immediate friends knew that his condition was serious, so that his death came as a great surprise and shock to very many friends and acquaintances in the trade.

Mr. Metcalf's identification with grain elevator construction extended over nearly forty years, during which time he had not only witnessed and kept pace with wonderful changes and improvements in such structures, but advanced from an obscure place to what might be said to be the foremost position in building operations of this kind.

Mr. Metcalf was born March 7, 1847, in Sherbrook, in the province of Quebec, Canada, and came from one of the old New England families dating back to 1637, in which year Michael Metcalf, the progenitor of the family in America, came from Norwich in Norfolk County, England, and settled at Dedham, Massachusetts. Samuel Metcalf, the great-grandfather of John S. Metcalf, served in the Revolutionary War, doing active duty at first as minuteman and later reenlisting at three subsequent dates for active participation in the struggle for independence. On the maternal side John S. Metcalf came from a fine old family. His great-grandfather was the Rev. Isaac Smith, a noted Congregational clergyman, who was pastor of the church at Gilmanton, New Hampshire, for many years.

While a Canadian by birth John S. Metcalf had the environment and influences of a New England youth. His parents, Lucian and Hannah (Smith) Metcalf, lived in a section of the province of Quebec, south of the St. Lawrence River, and immediately bordering on the state of New Hampshire. That locality had been settled up almost entirely by farmers from New England and so it, too, might be called the land of "steady habits." After attending the district schools of Cookshire, Quebec, Mr. Metcalf continued his course in the Cookshire Academy, which practically concluded his scholastic training. It was in 1870 that he came to the United States to remain and located in Indianapolis. His previous thorough training and experience in building lines had been greatly stimulated by a natural adaptation for mechanical work, so that he was quite competent to perform the duties assigned him in the construction of Elevator A in that city, and following its completion he was superintendent of the operation of the elevator until 1881.

In the meantime Mr. Metcalf had given considerable attention to elevator construction and improvement and had come to be regarded as an authority thereon, so that in 1881 he became superintendent of construction for a prominent grain firm of Indianapolis and devoted the ensuing three years to the important and responsible duties devolving upon him in that capacity.

At the end of that period he became superintendent of operation for the Burlington & Missouri River Elevator at Burlington, Iowa, where he continued until 1887, when he located in Chicago and formed a partnership with T. K. Webster and James Macdonald in the building of grain elevators. In that department of building he labored and gained distinctive prominence in his particular field. From

1889 until 1901 he was interested in the Webster Manufacturing Company and served on its board of directors during the greater part of the time. As a member of the Metcalf-Macdonald Company he was engaged in building elevators from 1887 until 1894, and after the dissolution of the partnership the firm style became the John S. Metcalf Company with T. K. Webster as partner until 1901, when Mr. Metcalf purchased Mr. Webster's interest in the business and subsequently incorporated it under the present name of the John S. Metcalf Company. As the president and chief executive officer he directed its affairs continuously, planning for the expansion of the business and basing its growth upon the efficient service rendered, ever regarding satisfied patrons as the best advertisement. His operations were of a most extensive and important character and included structures for the leading corporations on the American continent. Among those built by his

prominently in the front rank of engineers and grain elevator builders in America.

Mr. Metcalf was married December 25, 1873, in Indianapolis, to Miss Alice S. Richey, a daughter of John and Charlotte (Millard) Richey and a native of Marseilles, Illinois. Their children are: Hugh Fred, who died in infancy; Terressa Adelia, who is the wife of C. C. Bonar, of El Paso, Illinois; Anne Maria, who is the wife of Rev. P. E. Thomas, a Congregational clergyman of Somerville, Massachusetts; Bertha Alice, who became the wife of John F. Strickler and died in Evanston, Illinois, in November, 1910; and Kate Lora.

Mr. Metcalf was a member of the Union League Club, the Chicago Engineers' Club, the Montreal Engineers' Club, the Western Society of Engineers, the Canadian Society of Civil Engineers and the American Railway Engineering Association. In all matters of citizenship he took a progressive stand.



THE LATE JOHN S. METCALF.

company are the Burlington elevator at St. Louis; the Chicago, Burlington & Quincy elevator at East St. Louis; the Missouri Pacific at Kansas City; the Southern Pacific at Galveston; the Grand Trunk at Portland, Maine, Tiffin, Ontario, and Montreal; the Chesapeake & Ohio at Newport News, Virginia; the Manchester ship canal elevators at Manchester, England; the Canadian Pacific elevators at Victoria Harbor, Ontario; and the shipping conveyor system for Harbor Commissioners of Montreal. In addition there is the big 2,600,000-bus. elevator for the Harbor Commissioners of Montreal, now nearing completion. Many of those structures were gigantic affairs and represented millions of capital as well as the highest type of efficiency for the rapid handling and safe storage of grain.

The international demand for the work of the John S. Metcalf Company led to the organization of the John S. Metcalf Company, Ltd., of Montreal, from which office the foreign business was supervised. Mr. Metcalf had the general supervision of all the business and his familiarity with every detail enabled him to direct affairs with judgment and intelligence. His operations took him into all parts of the country and the importance of his work placed him

His membership relations were mostly with societies that had for their object the promotion of engineering interests. After deciding upon his life work he bent every energy not only to the accomplishment of specific tasks but also to the attainment of higher efficiency by close study of the scientific problems and questions which underlaid his work as well as the practical methods of construction. Readily utilizing each improvement that was introduced through modern invention, he maintained a high standard of excellence in his work that gained him the prominence and success which only his death interrupted. His funeral occurred Thursday, March 7th, when he would have been 65 years old, and the interment was at Rose Hill.

Mr. Metcalf was a modest, approachable and genial gentleman and there was nothing in his manner that would suggest to a new acquaintance his superior ability nor the success which he achieved. The editors of this paper wish to offer their tribute of respect to the memory of a large-minded, uniformly courteous, and useful man whose influence will conduce to the betterment of the trade and the industry with which he was for so long a time associated.

[For the "American Elevator and Grain Trade."]
**THE ETHICS OF TRADING IN GRAIN
 FUTURES.**

BY GEORGE W. SHEPARD.

Trading in grain for future delivery is a branch of the business whose ethics seem not to be thoroughly understood, even by many who are actively engaged in it, and much less by many of our legislators whose desire to pose as reformers has tempted them to the authorship of the many anti-option bills that have been and are still likely to be offered in Congress, every one of which has thus far attempted to deny the right of making contracts for future delivery except to actual owners of the grain so contracted, or, like the bill of Representative Jeff Davis of Arkansas, prohibiting entirely all trading in grain for future delivery. The latter experiment was tried in Germany with such disastrous results as to compel the repeal of the law as soon as the effect of its enactment became evident.

There is no other class of business where this principle, the right of contract, is not an absolutely necessary part of its conduct; and still more necessary and beneficial to the producer is this method of handling the surplus of our enormous grain crops. If this principle were eliminated, the burden would have to be divided between the producer and the consumer solely; and it is quite easy to see who would receive the greater benefit from this barring of all other interests from participation in the business. The farmer could not carry his surplus indefinitely, either on his farm or at points of accumulation. He therefore would be left to the mercy of the consumer, the miller or the elevator interest, who by a tacit concert of action would become almost the supreme arbiter of values. This would be, as a friend in the elevator business expressed it to me, "the merchandising of grain"; and he "would like to see all the wheat and other grain pits wiped out of existence." Of course he would, and so would the milling interest, for this would give them absolute control in depressing prices to the lowest possible point during the free marketing of this surplus and then in putting down the screws and advancing prices as soon as this surplus was safely in their possession.

The Washburn anti-option bill was drawn up by a personal friend of the writer, at the suggestion of one of the largest millers in the country, who sent him to Washington to lobby for its passage. It was submitted to the writer for criticism, and was at once pronounced unconstitutional in denying the right of contract to this business only, thus constituting class legislation. The writer drew up the resolution of protest unanimously adopted by the Minneapolis Chamber of Commerce and wired to Washington. He also published an article against it which was pertinently used by Senator Vilas in his argument against the bill and which helped defeat it.

All large manufacturing concerns often sell their entire produce six months or a year in advance of its production and when they have not yet become the owners of any of the raw material. Our Government contracts for its army and navy supplies with firms who are not yet the owners of any of these supplies but are willing to take the chance of obtaining them at a profitable margin. This may be said to be different from so-called speculation in grain; but let it be borne in mind that in this latter business there is always the burden of the large visible and invisible supply that can only be fairly handled by open marts, accessible to all, and with constantly fluctuating values of which both buyer and seller may take advantage as their judgment dictates. Is it not the inalienable right of any one who chooses to buy or sell grain for future delivery as well as any other property?

The writer once advocated the fulfilling of all these contracts by actual delivery; but this principle is not always enforced in other kinds of business. Sometimes real estate may change hands several times before the actual deed of ownership is transferred from the seller to the final buyer. The right of settlement of these contracts may be, by mutual agreement, the payment of differences, as in

the real estate transactions above illustrated, and as is at present practiced in grain transactions.

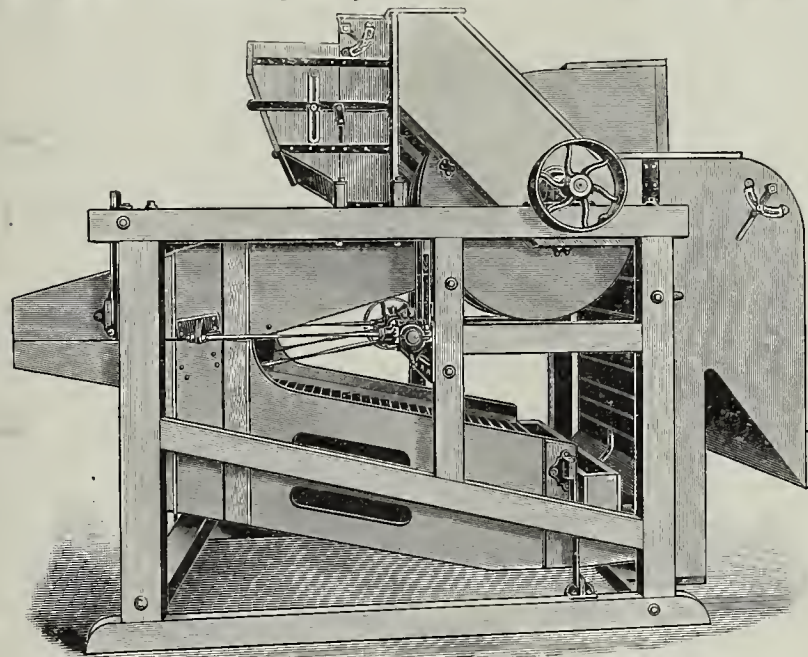
In considering this question fairly and equitably, it becomes necessary to refer to some of the rules of the institutions in which these transactions are made, notably those of the Chicago Board of Trade, the largest and most important institution of this character in the world, whose receipts of actual grain during the year 1911 approximated some 200,000,000 bushels. This institution naturally has desired to absorb as large an amount of this future trading from all over the world as possible, hedging sales being frequently made in this market by European importers who might have cargoes on the way from other countries. Country elevator owners, buyers from the farmers, make it a rule, if they know their business, to protect themselves from possible declining values by hedging sales in this or some other exchange. Chicago in its desire to get the bulk of this character of business, has shaped its rules entirely for the protection of the seller, thus placing an additional and unfair burden on the buyer. If the market becomes oversold for any one delivery, there is always evidence enough of this condition to warn the seller to close his contract or place it for delivery in some more deferred future. This effort to protect the seller has caused a timidity on the part of the buyer, largely decreasing this character of business, the very reverse of the condition sought. It is impossible to fix a just penalty to

In closing, I will pay my respects to Mr. J. Ralph Pickell, editor of that valuable trade journal, "The Hay and Grain Reporter," in which he praises the last administration of the Board for its legislation restricting the rights of the buyer and criticises Mr. James A. Patten as not being broad minded in advocating constructive legislation, rather than destructive, and charges Mr. Patten with being one of the prominent causes of the latter. It would appear that Mr. Patten is much more broad minded and correct in his views than the advocate of such one-sided methods as Mr. Pickell seems to approve. As a friend remarked to me in discussing this subject, "The grain business seems to be the only business where inducements are not held out to the buyer; men are sent out to find him in all other business." In grain he seems to be condemned as a pirate.

Have a care, gentlemen, that you do not drive your business to the "demnition bow-wows." It is well on the road there now. Have no fear of ignorant and unconstitutional legislation nor of any Washington investigation. If your business is conducted on just and equitable principles, it can stand all the investigation possible.

IMPROVED CORN AND COB SEPARATOR.

The Richmond Manufacturing Co. of Lockport, N. Y., to meet the increasing demand for a machine to make a perfect separation of corn from



NIAGARA COMPOUND-SHAKE CORN AND COB SEPARATOR.

a defaulted contract, based on a percentage above an apparent legitimate value, because the effect of this protected short-selling has a very great deal to do with creating this apparently legitimate value, which may not be legitimate in the least, as the conditions creating it are all wrong. A corner in grain, so termed, is never of long duration and is only a short, sharp lesson to the seller who has oversold himself and overstayed his market, and never harms the consumer because it does not last long enough. Any prolonged bull deal would concentrate all the bulk of the surplus grain at one point and make it the cheapest market in the country, as has the recent well advertised bull deal in Chicago. Any attempt to subvert real supply and demand conditions in grain, if persisted in, would break a Rockefeller or a Carnegie, as it did a smaller multimillionaire, Mr. Jos. Leiter. It is too world-wide a proposition, and crops grow every year, and somewhere all the year.

So, my friends of the Chicago Board, unless you desire to lose all of your business and reduce it simply to a merchandising proposition for the benefit of the elevator and milling interests, repeal your rules limiting the rights of the buyer; and if the seller gets pinched, he simply gets what he deserves and what he needs to give him more sense in the future. There is no need whatever of any one doing business on proper and legitimate lines getting caught in a corner and defaulting as Mr. Lanyon of St. Louis did when he was simply betting against the buyer's ability to hold his own and depending in that case on relief from the rules of the Chicago Board or from the courts of law.

the cobs, has placed on the market the Niagara Compound-Shake Corn and Cob Separator, cut of which is shown herewith.

This machine is designed especially for cleaning corn and removing the cobs as it comes from the sheller. By equipping the machine with the proper sieves, it is capable of handling other grains, such as wheat, oats, etc. The non-choking sieves are made from heavy gauge steel. All bearings are self-oiling and all vibration is overcome by adopting the compound shake.

The corn and cobs, when leaving the feed hopper, are met by a strong upward current of air which removes the chaff, silks, husks, etc. The stock then passes to a series of non-choking scalping sieves which remove the cobs, cob ends, etc., while the corn passes to the large non-choking main sieve which removes any small pieces of cobs still remaining from the former separation. The corn then passes over a fine sieve, which removes any sand, small seeds, etc., that may be there. It then passes into the second suction leg which removes the remaining impurities, depositing them into the screenings chamber. The corn is discharged from the bottom of suction leg ready for the market.

The manufacturers, or any of their representatives, will be pleased to send full particulars of this or any of the other machines they build, which comprise receiving and milling separators, upright and horizontal scourers, dust collectors, brand dust-ers, wheat washers and grain driers.

Columbia, S. C., is planning a big corn show for January 27 to February 8, 1913.

[For the "American Elevator and Grain Trade."]

SOME FACTS ABOUT FORAGE SEEDS.

BY JULIAN KUNE.

The marvelous development during the last few decades of the country's agriculture has often set me thinking whether the cultivation of its forage seeds has kept pace with that of other agricultural products. For some unexplained reason the statistics, whether Federal or state, furnish but very scanty information as regards the quantity raised or the disposition made of our forage seeds. While approximate estimates can be made of all other agricultural products, a mysterious veil seems to envelop both the production of, as well as the trade in, grass seeds. We can find nothing definite, either in the published Government crop reports or in Bradstreet's, nor in any of the state agricultural reports, of the volume raised and its trade. All the information, other than that relating to timothy and clover seed, is given under the headings of "Other Grass Seeds."

During the writer's forty years' experience on the Chicago Board of Trade he has had but little to do with the receiving or selling of seeds of any kind; hence in the preparation of this article he was compelled to address himself to those who, from the nature of their business, were supposed to know all about the seed business; but to his very great astonishment he found that they either would pretend to know little about it or refuse to reveal the secrets of the business. If there are any secrets in the business, then it is about time that they should be revealed for the benefit of the public. This can be accomplished only by the Agricultural Department gathering the information regarding the cultivation and other matters connected with "Other Grass Seeds" and publishing the same with the statistics of the cereal crop and the timothy and clover crop of the country.

I would not, of course, say that there is a "trust" in the forage seed trade, but only that information relative to the business from all parts of this country and the world is being gathered and used for private purposes, to which the general public has no access; but it can demand that the Agricultural Department should gather the same kind of information and from the same sources from which these individuals or combinations of merchants derive their information and give it to the general public.

TIMOTHY SEED.

This forage seed undoubtedly stands at the head of all grass seeds, so far as this country is concerned. It occupies among grass seeds the same position which corn does among our cereals. Its greatest primary market, like that of corn, is Chicago, the metropolis of the West. Over thirty-four million pounds were received during 1910 and over twenty-seven million pounds were shipped during the same time. Accurate estimates of the 1911 crop were unattainable, but it probably was smaller. Over eleven millions, or very nearly one-third of the total crop received, was brought in by the Chicago, Rock Island & Pacific Railroad, which runs through southeastern and northeastern Iowa, the banner district, where more timothy is raised than in any other part of the country. The road bringing the next largest number of pounds of timothy seed was the Chicago, Milwaukee & Saint Paul, with its nearly nine million pounds. This road runs through much of the same territory through which the Chicago-Rock Island passes. Then comes the Chicago, Burlington & Quincy, with its five and a half millions, and the Chicago Great Western Railroad, with its four million pounds. About four million and a half pounds were divided among the other Western roads that enter Chicago. No receipts are recorded as coming via Eastern roads to this market.

The same roads which carried timothy seed into the Chicago market, contribute also some to the Milwaukee, Minneapolis and Kansas City markets; the quantity, however, is so slight in comparison that it is hardly noticeable. Chicago is the chief primary market and Buffalo the distributing market for timothy seed.

TIMOTHY SEED COUNTRY.

The bulk of the timothy seed in this country is raised in Iowa, northeastern Missouri, southeastern Minnesota, and southern Dakota. Of late years Washington, Montana and some other Pacific northwestern states have gone into growing timothy seed for commercial purposes.

No information regarding exports of timothy seed is given out by dealers, but the Bureau of Statistics reports that for the years 1910 and 1911 the exports were 18,044,488 and 7,893,121 lbs. respectively. The destinations of these exports are not given, but most of the timothy seed probably goes to Canada. The shipments from Chicago during 1910 were about twenty-seven million pounds and those from Milwaukee about two and a half million pounds.

The average price of timothy seed during 1910 was \$4.25 per 100 lbs. in the Chicago market. By a little figuring we would find that the money value of the thirty-four million two hundred and ninety-eight pounds received during that year was in the neighborhood of one hundred and forty-five million dollars. The lowest figures timothy seed reached during that year were recorded in March, April, June and July, when it sold in our market as low as \$2.75 per 100 lbs., while the highest price ruled during October, November and December, when it sold at \$7 to \$7.50 per 100 lbs. The present ruling price, owing to the partial failure of the 1911 crop, is from \$11 to \$14.50 for poor to prime seed.

CLOVER SEED.

While clover seed is not as extensively grown as timothy, it has nevertheless reached large proportions and occupies a most important position among the seeds grown in the United States. There is a great demand for it by lovers of the English clover and the French luzerne lawns. Toledo, Ohio, is the chief primary market of clover seed, where the receipts during 1910 were over 70,000 bags and the shipments about 69,000 bags. Owing to the partial failure of the 1911 crop, both receipts and shipments have been considerably reduced. This seed is extensively cultivated in eastern Illinois, southern Wisconsin, Indiana and Ohio and sparingly in Iowa. The highest price reached during 1911 in Toledo was in August last, when prime sold at \$12.85 per 100 lbs., and the lowest in December last, when the price was for prime \$8.75. At present the price is from \$16 to \$22.50.

While Toledo, where considerable option trading is done, is considered the chief primary market for clover seed, Chicago is by no means to be considered out of the race as a clover market. The receipts during 1910 were 5,719,000 lbs. and the shipments 2,774,250 lbs. The highest price paid in Chicago was in September, when it reached \$17 for prime, and the lowest in May, June and July, when it sold from \$6.50 for poor to \$10 per 100 lbs.

OTHER GRASS SEEDS.

Under the above appellation all the known seeds outside of clover and timothy are meant, such as alfalfa, alsike, blue grass and scores of others which are more or less used for the cultivation of forage. How large a quantity is being raised of these various seeds can be only guessed at, for there are no available statistics to tell us, only the information we can glean being from the annual report of Secretary Stone of the Board of Trade, which credits Chicago with the receipt of a little over twenty-six million pounds and with shipments of about the same quantity. The large majority of these grass seeds are brought to Chicago by the three Western roads that enter Chicago; namely, the Chicago, Burlington and Quincy, the Chicago and North Western, the Chicago, Milwaukee and St. Paul, and the Chicago and Eastern Illinois.

A REMEDY SUGGESTED.

After investigating the various phases of the seed production and the important bearing of forage seeds upon the economies of the farming world as well as of the general public, I am impelled, without any presumption whatever on my part, to suggest that the Agricultural Department take the proper steps to insure publicity in both the cultivation as well as the distribution of all forage seeds of whatever description in the same manner as in-

formation relative to all matters of vital interest to the people is distributed. Furthermore there should be a strict Federal law enacted prohibiting under heavy penalty any adulteration of seeds. Such laws exist now in some of the state, but a Federal law would serve better the general purpose. The many public seed testing stations which have lately sprung up in various parts of the country can efficiently aid honest dealers as well as buyers in protecting themselves against the acts of dishonest farmers and professional mixers who have no compunctions as to mixing weed seeds with the various forage seeds, which if unchecked by the Federal government as well as by the several state governments will ultimately prove disastrous to both farmers of the country as well as every other industry which has its foundation on the prosperity of our farmers.

A. H. BENNETT.

Arthur H. Bennett of Topeka, elected a director of the Kansas Grain Dealers' Association at its last annual meeting, is an Illinois man by birth, having been born near Chicago on May 9, 1869. When nine years old, however, he was taken by his parents to



ARTHUR H. BENNETT.

Clay County, Kan. In 1888 he went into the office of Isaac H. French, then a grain dealer at Clay Center, but now a resident of Champaign, Ill., and there obtained the rudiments of an education in the grain trade. Desiring to attain a thorough knowledge of the grain business in all its various branches, he went to Kansas City in 1891, and spent three years on the Board of Trade, getting practical knowledge and experience in terminal elevator offices. Then he "took the road" and got an acquaintance with the men in the country.

In 1898 he went to Topeka, where he bought an interest in the Capitol Elevator, which he soon afterwards sold, however. Since then he has been handling cash grain in car lots, making a specialty of Kansas Turkey wheat for Eastern mills and doing business as the Bennett Commission Company.

During his twenty-four years of continuous activity in the grain trade, Mr. Bennett has established a wide acquaintance and made many friends. For five years he was chairman of the arbitration committee of the Kansas Grain Dealers' Association, and during that time not a single award by that committee was reversed. For seven years he was a member of the State Grain Inspection Appeals Committee, and in 1910 more than one hundred grain dealers of Kansas wrote Gov. Stubbs asking that Mr. Bennett be appointed chief grain inspector.

He is active, progressive, thoroughly up to date in the business which he has chosen for his life work, and is considered an excellent judge of grain—one of the best in his state, in fact.

EDWARD M. KELLY.

Edward M. Kelly of Wichita, a member of the directory of the Kansas Grain Dealers' Association, has been trained in the grain business "from the ground up." Born forty years ago and raised in Joliet, Ill., when about seventeen years old he removed to Harper County, Kans., and for ten years (1889-1899) lived on a ranch located about eight miles east of Kiowa.

When the Cherokee strip was opened for settlement, he acquired a claim in the famous run of October 16, 1893, and resided on it for several years, after which he returned to Kansas and went into the live stock and grain business.

Later on, with his brother he purchased and operated several elevators in Barber and Harper Counties, Kansas, moving to Wichita in 1907, when he purchased a membership in the Wichita Board of Trade. He has since been engaged there in the general wholesale grain business, operating also a number of country elevators.

Mr. Kelly was elected a director in the Wichita Board of Trade in 1910, which office he has since continued to occupy. In January, 1912, he was elected president of the Clearing House Association



EDWARD M. KELLY.

of the exchange. He has been a member of the Kansas Grain Dealers' Association for the past ten years, and was elected a director in that association to represent the fourth district in 1910, being re-elected at the last meeting of the association in Kansas City.

Mr. Kelly has been appointed by the president of the Kansas Grain Dealers' Association, Mr. Brown, to be a member of the grain grading committee which will take up the matter of the state grading law with representatives from the Kansas City Board of Trade and Southwestern Millers' Association, and try to formulate a satisfactory set of grain grading rules to be recommended to the Kansas Grain Grading Commission at its next meeting in July.

MINNESOTA GRAIN LABORATORY.

It is proposed to establish in Minnesota a grain testing laboratory to be used in connection with the grain inspection service in that state, the funds therefor coming from the grain inspection department's surplus. But there is a difference of opinion as to whose jurisdiction the laboratory will be subject—that of the Board of Grain Appeals or that of the Chief Inspector, the former the appointees of the Governor and the latter of the Railroad Commission.

The Board of Appeals, when the Railroad Commission announced their purpose to establish the laboratory, said: "We are glad to see a laboratory established. We have been advocating that for a

number of years. Every big mill has a laboratory in which scientific tests are made of the wheat and its baking qualities. But the state officers who have to pass judgment on the quality of the many millions of bushels of wheat that come through the Minneapolis and Duluth terminals every year, have been forced to continue determining the quality of wheat by the old methods of smelling, tasting and weighing it." As the Board are appointed by the Governor, they believe that he will join them in an effort to have the laboratory placed under their jurisdiction.

GRAIN SEIZURES ARE TEMPORARILY

The La Salle Hotel meeting of February 6, followed by the St. Louis Mass Convention of February 23, both called and directed by the Grain Dealers' National Association, has accomplished the first object of the movement then started in response to the interpretations of the pure food law as it might be applied to grain, given by the Bureau of Chemistry to the Chicago Board of Trade committee in January, to-wit, the Agricultural Department has suspended until June 1 all seizures of grain in transit and will investigate meanwhile the merits of the purifying process, and will also investigate further the matter of confiscating corn found to have become heated in transit, and will also review the theory of the Bureau of Chemistry as to "branding" grain.

The St. Louis meeting was as representative a meeting of the grain producing and marketing interests as probably ever was assembled in this country; and it was a singularly self-restrained body, taking into consideration the enormous commercial interests involved, and the effect upon them should the interpretations so unexpectedly put upon the pure food act prevail in the future. Naturally enough, there was some vexation apparent, due to the effect of the interpretations on private business, and some disposition to "kick back" with strong language; but expression of this type of opinion was kept strictly within bounds by individual forbearance and the consensus of opinion and the subject matter in hand was approached and discussed in a manner fitting its gravity and the dignity of business men.

President Wayne of the National Association sounded the keynote of the meeting in his opening address, when he said: "I personally do not believe we should appear to be asking Dr. Wiley, or the Government, not to enforce the law; but I do believe that it is proper and right for a gathering of this kind to say to the Government, or to the heads of its departments, that certain interpretations of the law, to our notion, are not correct; and I think that is what should be taken up here. If the interpretations are found to be correct, then I believe it is the duty of this organization, or this gathering, to recommend that amendment be made to the law. First of all, I believe we should decide what is best for all, or for the majority."

For the benefit of those present who had not been particularly informed as to the situation, the interpretations complained of were again gone over, to the same effect as was reported in these columns in the February number, to which was added the information that since February 15, Dr. Wiley had confirmed in private letters the interpretations complained of at the meetings of February 3 and 6.

Mr. Neizer of Fort Wayne, Ind., in an address that was exceedingly guarded and conciliatory, almost to the extreme of admitting the righteousness of the Bureau of Chemistry's interpretations of the law, advised the appointment of a committee to go to Washington "to show Dr. Wiley just where we stand. Let him suggest and let this committee suggest that this manner of grading is right and that that manner probably is wrong; and let it be put up to him in the proper spirit, and I believe you can settle this matter, and it will redound to the benefit of all who are engaged in the trade."

Mr. Neizer's views were acceptable enough in

themselves, but the temper of the gathering was not such as to indicate a willingness to stop where Mr. Neizer would stop—with an appeal to Dr. Wiley. The convention, rather, was bent on some action that would put it out of the power of any individual, or any board, to read into the law any prohibition of commerce in grain in its natural condition or form when said grain was in a condition of physical soundness. In other words, the convention's sentiment was unmistakably to the purport that if the interpretations placed upon the law by the Bureau of Chemistry are sound and shall be supported by the courts, then the law must be amended, not for the benefit of dealers in grain only, but for that of producers who most assuredly would by those interpretations lose millions of bushels of grain through their absolute elimination as commodities of trade and commerce. Of that fact, there can be no shadow of doubt. The question is, as Mr. A. E. Reynolds of Crawfordsville, Ind., put it: "Are you going to stifle the whole country by a foolhardy law? I am not condemning Congressmen, but I think it is up to us to give those fellows the help of your experience. They will listen with an open mind. Let us give them the benefit of believing they want to do the right thing."

Mr. Canby of Chicago endorsed this view, that the law must be amended. "There is no question whatever that we would not be here today and that the questions surrounding the handling of grain would not be before the producers and the grain merchants at this time if members of Congress had had the faintest idea that the grain trade of the United States was to be passed over into the hands of two or three chemists for absolute control. The repeal of this statute is, of course, out of the question; but an amendment which would take from a Chemical Bureau the control of the question of handling the grain crops could, I think, be passed through Congress." Mr. Canby approved the law in its relations to the finished products in which the consumer is interested, but the consumer is not interested in raw materials. Therefore he suggested the appointment of a competent committee to draft an amendment to the act which will remove this question of chemical analysis and control of grain in commerce, as the only possible way to work out of the trouble satisfactorily.

Mr. Bishop of Milwaukee in moving a committee on resolutions, said: "I am thoroughly convinced in my own mind and from what I have heard here, that the nub of this whole matter is a matter of law. I doubt if it was the intent of the framers of that law to include in its provisions the control of grades of grain. I think this is a leading feature that should be specifically embodied in the resolutions."

Mr. McCaull of Minneapolis moved a committee to wait on the Bureau of Chemistry and ask for a suspension of the ruling until a better condition shall have been reached, as well as make representations touching an amendment to the law. This motion was tabled until the committee of resolutions should have reported.

The chair appointed as committee on resolutions Messrs. McCaull of Minnesota, Bishop of Wisconsin, Pierce, Rowe and McCreary of Illinois, Gribbs of Ohio, and Bennett and Brandeis of Kentucky. To this committee members of the legislative committee of the National Association were added, as follows: Messrs. Reynolds of Indiana, Wells of Iowa, Cornelison of Illinois and Lange of Missouri.

THE RESOLUTIONS.

The committee on resolutions submitted its report at the afternoon session. As finally adopted it was as follows:

Whereas, The Bureau of Chemistry of the Department of Agriculture, at a conference with the representatives of grain shippers and producers, at Washington, D. C., January 31st, 1912, informed such representatives that in its judgment the shipment in interstate commerce of grain which did not conform to the inspection rules at the point of shipment, (secondly) the shipment of certain off-grade grain and (thirdly) the shipment of sulphured oats, were violations of the Federal Food and Drugs Act; and further informed such representatives that the continued movement of such grain would subject the

shippers thereof to prosecution under the terms of the above statute; and

Whereas, These matters are of the most vital concern and of paramount financial importance to a vast proportion of our population, which is interested in the production, transportation and merchandising of agricultural products; and,

Whereas, Producers and handlers of grain, in mass meeting assembled under the auspices of the Grain Dealers' National Association at St. Louis, Missouri, February 23rd, 1912, while supporting the splendid work of such Bureau of Chemistry in the enforcement of this beneficent statute, yet conceive that the application by the Bureau of Chemistry of the provisions of the Food and Drugs Act to the shipment of agricultural products in their raw or natural form is erroneous and beyond both the letter and spirit of such act as originally conceived and as understood for the five years since its enactment; therefore, be it

Resolved, That it is the sense of this convention that immediate steps be taken to secure the desired relief, either by amendment of the ruling or if necessary by an amendment to the statute itself, which shall exempt from the provisions of such statute shipments of agricultural products in their raw or natural form; and, be it further

Resolved, That the whole matter of securing such suspension of present rulings, or amendments to the Food and Drugs Act as will remove the objectionable features as at present applied to the production, marketing, handling and transportation of grain, be referred to the legislative committee of the Grain Dealers' National Association, supplemented by two committeemen from each of the commercial exchanges, two from each of the state grain dealers' associations, two from the National Hay Dealers' Association, two from each of the farmers' grain dealers' associations, two from the National Grange, two

lution sharply criticising Dr. Wiley and questioning his professional attainments. That resolution was tabled without ceremony and the motion above stated was not alluded to afterwards.

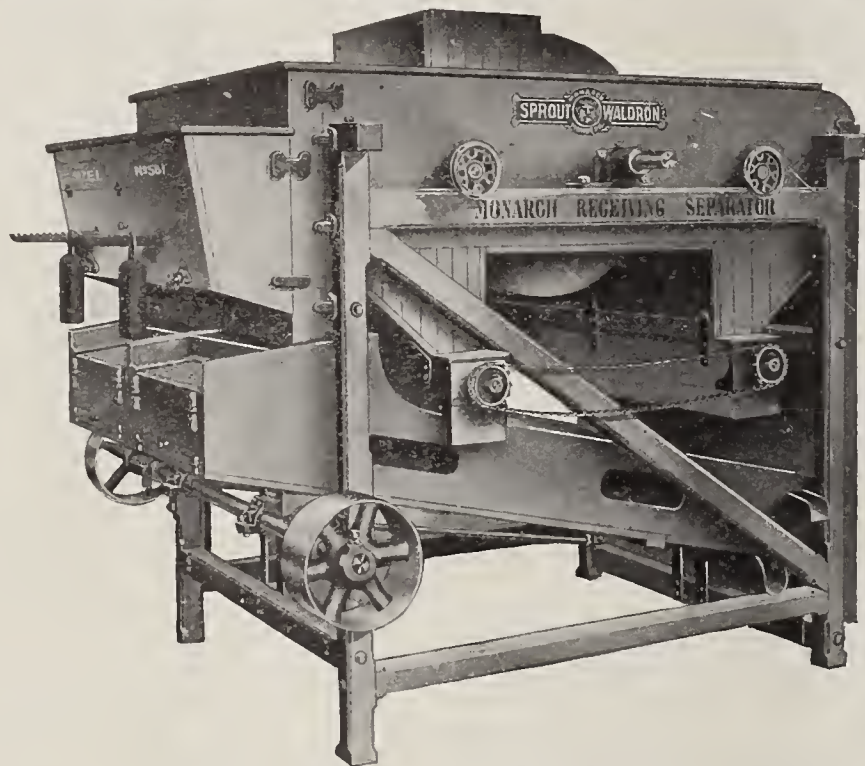
A further resolution, that the Bureau of Chemistry take charge of the grain inspection at terminal markets was also laid upon the table; and then the convention adjourned *sine die*.

MONARCH RECEIVING SEPARATOR.

The "signs of the times" all point more and more directly to the necessity of handling only clean grain; and the place to begin is at the start, whether in elevator or mill. Attention is therefore called to the Monarch Receiving Separator offered the trade by Sprout, Waldron & Co. of Muncy, Pa., shown in the accompanying engraving, a machine simple in design, strong and durable and built in the best possible manner from the highest grade of materials; and yet offered at a price that is extremely moderate.

It takes out all straw joints, chaff, sand and cockle and prepares the grain for shipment in best condition or for the milling processes.

On the smallest size there is a counterbalance on the eccentric shaft, and on the larger size, the sieve frame is divided, with the eccentrics set opposite



MONARCH RECEIVING SEPARATOR.

from each of the state corn growers' associations; and that these organizations be requested to name their respective committeemen at once and notify the secretary of the Grain Dealers' National Association of such appointments.

The afternoon was spent in discussion of the resolutions and a further comment on the interpretations of the law, and acts under it of the Bureau of Chemistry, the tenor of which was the practical impossibility in trade and commerce in grain of complying with the law as interpreted by the Bureau of Chemistry.

Incidental to the general subject in hand, there was some discussion of the disposition in Washington to ignore or abolish the Remsen Board (officially the Reference Board of Consulting Scientific Experts), a "court of appeal," so to say, from the Bureau of Chemistry. It is composed of five of the leading chemists of this country, to whom disputed matters may be referred in an advisory capacity by the defendant in a food act prosecution. It is a sort of "safety valve" of the administration of the act, whose members are appointed by the President on recommendation by the universities. A motion was made that the convention "freely endorses the good work of the Remsen Board and believes that it has an important part in the administration of the food and drugs act," and that the measure now before the Congress to abolish this Board (by cutting off the appropriation for it) be not endorsed. This motion was never put, but was carried to its death in the turmoil that ensued when Mr. Elliott, an attorney in the pure food prosecutions of millers bleaching flour, offered a reso-

each other, thereby giving the machine a compound shake and a method of operation that is noiseless. The supply on the sieve is always even because it is spouted to a hopper extending the full width of the sieve, the flow being controlled automatically by a gate. As the thin sheet of grain leaves the hopper, a current of air strikes it and the dust, chaff and light impurities are drawn off, the current being regulated by a rolling valve. The grain then falls on a scalping shoe or screen which tails off all the larger substances. After that it is screened again for straw joints and larger bodies which may have gotten past the scalping shoe. Next it goes over a sand and cockle screen, which takes out everything smaller than the grain. It is quite evident, however, that there are few screenings after the grain gets up to this point. Finally the grain leaves a sheet iron bottom under the last screen and passes in a thin sheet through an air leg extending the full width of the machine, where a powerful suction (the second) takes up all screenings which may have escaped the preceding processes. After running this the final gauntlet it is discharged, absolutely clean, into the bin or scale below while the screenings are discharged at the side of the machine.

The manufacturers have put into the Monarch Receiving Separator the most powerful suction ever used in a machine of its size. The fan is located in the center of the machine. The suction is always kept under perfect control by means of rolling valves operated by handwheels. The builders and their agents will be glad to forward further information on request.

[For the "American Elevator and Grain Trade."]

NEW AGRICULTURAL MOVEMENTS IN SOUTH GEORGIA.

BY N. L. WILLET.

There are few portions of the United States in which agriculture is in such a live and interesting and moving condition as in South Georgia. There is, on account of cheap lands there, a brisk immigration of live farmers. There are also other favorable conditions; and the following data concerning South Georgia are interesting:

My first notation is concerning the pine stump turpentine distillers. Let me illustrate. A friend of mine in South Georgia has just made a contract whereby the distillers of stump turpentine have obligated themselves to take out all the pine stumps on 350 acres of his land free of charge to him. With these stumps upon it, the land, for farming uses, is without value; with the stumps off of it, the land at once becomes available and of considerable value. This land is pine land and not rich. Now, to make it rich, my friend will plant corn in 6-foot rows on his 350 acres; next to the corn he plants a row of velvet beans, and next to these a row of white Spanish peanuts. He will gather nothing. The velvet beans will grow all over the corn, the corn acting as a support. He is a large hog grower. In September the Spanish peanuts will be ripe, and he will turn in his hogs. By frost time the hogs will have eaten up the peanuts, which they are exceedingly fond of. At frost time the velvet beans will be full grown, and there will be large bunches of beans in the milk in pods on the vines. These bunches of beans in the pod run often from one to two pounds in weight, and there is no better or more concentrated feed in the world. The peanuts and the beans make a perfect ration. The hogs will eat both velvet beans and vines until February. In February the land will be turned under and planted in the same way again. For three years this process will continue. The South Georgia farmers find that in this way, without a cent's cost, these pine lands, fed for three years by these two leguminous crops, will grow one bale of cotton to the acre. It is needless to say that hogs fed in this way grow seal-fat without expense.

Now this is what the pine stump distillers are doing all over South Georgia; and what my friend is doing in land enrichment and hog growing is being done by scores of other farmers in that portion of the country. These conditions and these movements are new to the agricultural world. It is exceedingly valuable and interesting information. Hog growers in other portions of the United States cannot compete with it. Some farmers in South Georgia, on their poor sandy lands, omit the peanuts and plant corn in 4-foot rows with velvet beans in the middle, turning in the hogs at frost time and turning under the land in February.

There is no earthly doubt that all of our poor lands in the South in three years' time can be brought up to a good state of fertility and done as a side issue and feed hogs and cattle, by this process, viz.: corn and velvet beans, or with them also can be used peanuts. Very many planters, in the place of the early Spanish peanuts, plant corn and velvet beans and the little North Carolina peanuts, this last peanut coming on at the same time as velvet beans; and they have the virtue of staying in the ground all winter without rotting. Thousands of acres in South Georgia are now being treated as above, and cattle growing and hog growing is getting to be one of the liveliest of industries.

The South Georgia people are doing too another interesting thing. For hay they are planting soy beans and cow peas mixed half and half, planting one and a half to two bushels per acre. Soys are uprights, 3 to 3½ feet, and a legume; cow peas are runners. They run all over the soy beans, and the cow peas having a double support for their foliage they are also kept off the ground. This combination, mixture hay, is better than straight peas. The increased outturn per acre is at least 50 per cent, and the hay is saved 25 per cent more easily.

This is also being done about Augusta, and in North Carolina, Tennessee and in Virginia. This

hay growing mixture is a tremendous industry. The early cow peas are mixed with the early soys, and the late cow peas with the late soys. The vines are cut when the soy beans are in the milk. For hay purposes, too, in South Georgia, Johnson grass is coming into large use. For a perennial grass farm, there are no two grasses in the South at all comparable with Johnson grass and Bermuda. Johnson grass has more nutriment than timothy, and is the best hay grass grown in America in the matter of outturn per acre.

Pine stump turpentine, as opposed to tree turpentine, is some eight or ten years old. It is only a matter of a short time when the tree turpentine will be exhausted. At one time Wilmington was headquarters, then Charleston, then Savannah, and now it is Jacksonville. The long leaf yellow pine from which tree turpentine is made is a fast vanishing proposition. This has introduced the process of distillation from refuse long leaf pine stumps. The stump is split and put into retorts, and the turpentine is stilled out. This turpentine is less oily, lighter in weight and has less odor than tree turpentine and is largely bought by the paint men. There are many other products from pine stump distillation, and exceedingly interesting ones, outside of turpentine. This stump distillation is going on in nearly all the South Atlantic pine country states. A fat pine stump about August is worth at least 25c for fat pine kindling purposes. Several hundred men about Augusta make their living in winter time by hauling this small kindling wood to the city and selling it for household purposes. These small fat pine sticks, tied up in 2½c bundles, are hauled fifteen or twenty miles to the city.

In South Georgia, as is well known, there is a magnificent artesian well system—overflowing wells. If we draw a line through Augusta, Macon and Columbus, we have a large pine land territory extending down to the sea. This area was once under the ocean. The soil is light, warm and loamy and easily cultivated. This artesian water, from driven wells, is as fine drinking water as there is in America—far better than the rotten limestone water of north Georgia and Tennessee, or the black land water of Mississippi, Louisiana and Texas. Some of these artesian wells are made eight inches in diameter, and the water comes up with force enough to turn machinery. These artesian wells, to my mind, have great future usefulness in the matter of irrigation. By keeping down the temperature by spraying, by running an overhead system of pipes, and by spraying this 65° water over a given area, frost can be kept away. Frost could not be kept away with stored surface water, which would naturally be at the time and of itself 32° Fahrenheit or less. Around Charleston, by spraying this 65° artesian water, cucumbers and lettuce are now being grown in a temperature sometimes of 18°. There is force enough from these wells in many places to drive the water into the pipes, the water being sprayed by its own power. Some trucking results with this artesian well system about Charleston this past year have been almost incredible. South Georgia can do the same thing. The artesian well in South Georgia, for agricultural purposes, has a tremendous future.

Colorado grain dealers have at last solved the "weights and grades" problem, at least so far as consignments from Nebraska are concerned. At a recent meeting of the Colorado Wholesale Grain Dealers' Association, a committee consisting of J. L. Barr and T. F. Savage of Denver, H. H. Seldomridge of Colorado Springs and Andrew McClelland of Pueblo, was directed to go to Omaha and arrange an agreement to cover the state. In this they were successful. Under the new deal all grain shipped to Colorado elevators will be weighed and graded on arrival by inspectors appointed by the governors of the two states. The certificates the inspectors issue will determine the weight and grade on which settlements will be based. Inspectors will be stationed at Denver, Colorado Springs and probably at Pueblo and Boulder to pass upon all grain shipped to the surrounding districts.

THE BEGINNING OF A GREAT BUSINESS.

It does not often happen that as striking an illustration of the growth of a business can be shown as that in the accompanying photograph. Over sixty years ago a business was founded in that vine-covered shed, and now the business requires more than twelve acres for its plant. Luck doesn't make a business grow like that, nor smooth salesmen, nor nicely painted machines; it is business, straight business, square dealing, and brains.

In 1851 Ellis Nordyke laid the foundation of the business. Up to that time he had been a millwright who had made the machinery for flour mills right in the mill where the machinery had to be used. A small shop in Richmond, Ind., was the first location of the business which became known as Nordyke, Ham & Co. In 1858 Addison H. Nordyke was taken into the business, which was carried on as E. & A. Nordyke until 1866. In that year Daniel



WHERE THE NORDYKE & MARMON COMPANY BEGAN BUSINESS.

W. Marmon entered the firm and it became known as Nordyke, Marmon & Co., and five years later it was incorporated with that name under the laws of Indiana. By this time the small shed, which is shown in the photograph, had been abandoned and the company was occupying some brick buildings, which were considered in Richmond as quite large.

In 1875 Amos K. Hollowell entered the company and that year the factory was moved to West Indianapolis, Ind., as the business demanded better manufacturing and shipping facilities than Richmond afforded. The following year the company incorporated as the Nordyke & Marmon Company. Mr. Hollowell remained with the company in an official capacity until 1905. Addison H. Nordyke was an officer of the company until 1899 and a stockholder and director until 1904. Daniel W. Marmon continued his active official connection with the company until his death in May, 1909. The present officers of the company are W. C. Marmon, president; H. C. Marmon, secretary; and C. C. Hanch, treasurer.

This is how it works: On February 29, "By a vote of two to one the board of cabinet officers [Secretaries of the Treasury, Agriculture and Interior] charged with the enforcement of the pure food law entered a final decision against the use of saccharine in prepared foods. Secretary Wilson and Secretary

Nagel confirmed the Remsen Board's decision that food containing saccharine was adulterated. Secretary MacVeagh dissented. One month's grace will be given manufacturers to arrange for the elimination of saccharine."

ONE YEAR OF CO-OPERATION WITH THE GOVERNMENT.

The province of Saskatchewan, instead of going headlong into government ownership and operation of grain elevators, like its neighbor Manitoba, compromised; and a year ago enacted a law designed to help a great deal the farmers who would help themselves a little. The law, therefore, agreed that wherever the farmers would provide 15 per cent of the money needed to build and operate for themselves a country elevator, the province would supply the other 85 per cent, the whole number of local houses to be generally controlled or managed

by the Saskatchewan Co-operative Elevator Company.

This company recently (in February) made its first annual report to the provincial parliament of its operation, which may be summarized briefly in the following table:

Local companies organized.....	46
Total capitalization.....	\$405,050
Paid in by local stockholders.....	\$60,757
Number local shareholders.....	2,580
Elevators purchased.....	6
Number bushels grain handled.....	1,500,000

It appears that of forty elevators contracted to be built only seventeen were ready for use on December 1 last and nine were still unfinished at February 15; in consequence of which it is estimated the company lost 2,000,000 bushels of business. Of the grain handled about one-half was bought by the Company and the rest was stored grain. Some of the elevators were filled within four days after they were opened; and as apparently this grain remained in store, only the "special construction of the elevators" enable the operators to prevent loss by grain getting out of condition.

The report contends that the price paid by the Company "had an indisputable influence" upon the price paid for grain, and compelled competitors to pay more for the "poorer grades." The Company is financed through the Canadian Bank of Commerce, its credit reaching \$500,000.

PURE FOOD CONFERENCE AT WASHINGTON.

In accord with the resolutions of the February 23 convention at St. Louis, President E. M. Wayne of the Grain Dealers' National Association and the committee therein provided for, met at the New Willard in Washington on March 4, spending the morning in discussing the plan of procedure. Before appearing before the Secretaries of Commerce and Labor, and Agriculture, Messrs. Wayne and Cornelison of Peoria called on Secretary Wilson, Dr. Doolittle of the Bureau of Chemistry and Dr. Galloway of the Bureau of Plant Industry being also present, at which time Secretary Wilson said in substance that his attention had not been called to the grain seizures complained of and that he did not propose to have any more made until he had thoroughly investigated the matter for himself. As to sulphured oats an order had been issued extending the time to July 1 next before any seizures would be made, if at all; and that these seizures at any time would depend somewhat on the report of the Remsen Board. The Secretary declared his office was created to protect the American farmer and he would do so.

On March 5 the committee heard the report by A. E. Reynolds of the sub-committee on resolutions; and the following was unanimously adopted:

Whereas, There is doubt in the minds of the grain and hay growers and dealers as to the application of the Pure Food and Drugs Act of June 30, 1906, to grain and hay in their raw, or natural, state; and

Whereas, The question is now pending before the courts; therefore, be it

Resolved, That pending the final decision by the courts, we respectfully and earnestly petition the Honorable Secretary of Agriculture to cause an administrative order to issue, suspending further effort toward applying said law and the rules of this Department to interstate shipments of grain and hay; and, further, pending such suspension, the Department of Agriculture continue its activities in arriving at a proper standardization of grades; and we pledge for the bodies that we represent our most earnest efforts to have those standards adopted by those bodies.

Secretary Courcier was then directed to prepare this memorial to Secretary Wilson and Messrs. McCaull, Brandeis, Metcalf, Snyder, Wallbaum, Goodrich, Gibbs and Hathaway were selected to present it to Secretaries Wilson and Nagel at 2:30 p. m.

INTERVIEW WITH THE PRESIDENT.

At the same hour, by his express invitation, a delegation called upon the President at the White House, Mr. Goodrich, as chairman presenting President Wayne of the National Association, who in a clever address introduced the delegation and then called on Mr. Reynolds to state the object of their journey to Washington. Mr. Reynolds performed this task most gracefully and eloquently; and in response the President said:

Mr. President and Gentlemen:—I am very much obliged to you for your kindly visit and for the more than friendly expressions of the gentlemen who have spoken for you.

You are here to see to the reasonable, proper, and just operation of what, I have no doubt, you recognize as a very important statute, that of the pure food law. Now, the difficulty about that law is that it ventured into new territory not heretofore occupied by Federal statutes, and it must necessarily give a good deal of discretion to the executive officers who are called upon to enforce it, a good deal of executive construction of the act, because they were pioneering, and it must be restrained to its just operation. That is what we are trying to do. We want of course—all of us want—that, as far as the Government properly may, it shall prevent misbranding and injurious adulteration, and the sale and transportation of injurious substances for food; but, on the other hand, we have to be careful, and must be careful, that we shall not as the executive assume too rigid a power which may in the exercise of a discretion destroy a perfectly legitimate business.

But it takes time to work out those things, gentlemen. An executive officer, however much he may assume, does not know it all. He must acquire information from such sources as seem to him the best. Now, the best sources from one standpoint are those who are affected by the law; that is, from their opportunity of observation. Of course, their bias in giving evidence is affected by their interest. But what he has to do is to take evidence where he can and weigh it, and finally decide upon the proper operation, subject, of course, to the subsequent examination and protection of rightful interests by the court.

Now, my friends, you have said something about the quiet of business. I am profoundly affected by that consideration. We can reason as we will about reforms and progress and everything else, but one of the things we must know and recognize is that prosperity in business lifts all and helps the happi-

ness of all, in the pursuit of which every American citizen is protected by the Constitution. And while we must enforce laws that are ultimately to accomplish a good and healthful purpose, we must be careful not to enact too many laws, and not to go into too many things without a certainty that we are going to do good when we thus extend the functions of government. Now, I want good business; every patriot and every lover of his country wants good business; and I would hate to do anything that should rob the public and the business public of that confidence in the future, without which we can not have improved business. I want to assure you, gentlemen, as representing a great branch of business industry, that so far as lies in my power business will not be obstructed by any unnecessary interference.

CONFERENCE WITH SECRETARIES.

After the visit to the White House, the committee returned to the New Willard Hotel where they met the two Secretaries named. Mr. McCaull of Minneapolis acted as spokesman, saying that the committee had proceeded to Washington as a result of the interpretation put upon the Pure Food Act by the Bureau of Chemistry. Assuming that the Department desired all the information obtainable, the committee had presumed to trespass on their time and give the Secretaries the views of the producers and handlers of grain as to the application of the law to grain in natural form. Declaring the disposition of all to conform to the law and to congratulate the Department on the manner in which the law has been administered, Mr. McCaull proceeded to give some of the reasons why the present administration of the Act, as conceived by the Bureau of Chemistry, constitutes a hardship upon the grain states, which must in the end necessarily react upon the farmers. The crop of corn of 1911 was an unusual one. It is one that has contained a great deal of moisture, and actual tests have been made, showing the small percentage of so-called contract grade of No. 3 corn (not necessarily contract grade in every market, but in some of the markets) is unusually small—in Minneapolis only 15% against 31% No. 4 and 54% of no grade, with a difference of approximately 10c a bushel between Nos. 3 and 4 and 7c between 4 and N. G. In Sioux City 70% of the corn has tested 20% or more of moisture and in February only 10% graded No. 3. At Omaha the No. 3 corn will hardly reach 10% of the receipts. Of 43 samples of South Dakota corn tested for moisture by Mr. McCaull only seven tested under 19% of moisture. This abnormal amount of moisture, in Mr. McCaull's opinion, was occasioned

by the late season. The grain grew almost until the holidays. It went into winter quarters very suddenly, containing a great deal of moisture. Along with this sudden transition from summer to winter came an enormous amount of snow, which entered right into the cribs. I want to say in this connection, that not all of the producers are equipped with good cribs in which to house their grain. There are a great many, as you know, Mr. Secretary, who have not the means; they are renters, if you please, who are unable to secure the equipment for the well housing of their grain. This grain was in open cribs, many times upon the ground. It has been found a very difficult matter to shell this corn so exposed to the elements and clean it thoroughly. Indeed, some of the corn in good cribs has been so damaged by the drifting snow as to render shelling very difficult. Many times this corn upon the ground was shelled and put upon the market in freezing weather, and it was not very long until we determined that the corn was in such condition that it soon got out of condition. A great percentage of it carried a moisture test of above 19 per cent. The corn very naturally got out of condition. It passed along from one party to another. There were certain cases where the corn was very badly heated; and we were told by the Bureau of Chemistry that such corn could not be sold except for distilling purposes.

Now, then, if only 16 per cent of this corn is safe for transmission, what about the great balance of the corn that must be sold for distilling purposes? The distilling requirements of this country are very small indeed—very limited; and there will be no possibility of marketing the great corn products of this agricultural country upon any such constricted basis.

In this connection, I wish to assure you, Mr. Secretary, that the grain dealers of this country have devoted a great deal of time and a great deal of money in promoting the development of agriculture. Not only have the individuals done it, but the associations have also. They have spent money for promulgating the gospel of greater agriculture all over this country. We have sent seed trains all over the country and they have been productive of an unusual amount of good. I do not know of anything that the Agricultural Department has done that is more praiseworthy than the stimulation of the increased production per acre in the United States. Now, if, after this development occurs, we are going to be restricted in the marketing of our commodities, the situation is very serious indeed. A

dealer may be willing to take chances upon handling corn of inferior quality, provided he can buy it at a reasonable price and run the risk of sustaining a loss on occasional cars that may get out of condition; selling such cars at a discount of from five to fifteen cents per bushel. But if compelled to sell such damaged corn only for export or for distilling purposes the loss in most cases would be total. Such a result no dealer in the country today of small margins can be expected to hazard. When the corn gets out of condition he is told by Government officials that his only recourse is disposing of it to a distiller. It practically amounts to confiscation. There would not be value enough left in a car of corn to pay the freight from the originating point to a final destination.

Ten years ago a great percentage of corn found its way eastward through regular channels, and prompt handling thereby was facilitated. The quality of the corn grown at that time was much better from a moisture standpoint. Today that portion of the corn crop grown west of the lines running through Minneapolis, Des Moines, and Chillicothe moves south, southwest, and west. It goes into local consumption in all of the territory referred to. There is not a state in the great area referred to that does not purchase corn in the Central West. It now goes into the great consuming territory clear out to the Pacific Coast. We have in our own concern, some fifty elevators, and twenty-five or thirty of them are in the grain producing area of southeastern South Dakota and northwestern Nebraska, and not one car of that corn has moved this year into Eastern territory. This corn moves off into that consuming district. It is a car-lot trade. It cannot be overcome. The climate is naturally a little bit against it. It goes out there and it is out of condition. The dealer who has been willing to take a chance on that car of corn may say, "I will pay the farmer something for his corn," and is willing to do that and make a concession of five to fifteen cents a bushel on the car that does get out of condition, but he is not willing to have a car that does get out of condition, confiscated, which means that if I have a car of grain refused and condemned the freight from the shipping point to Peoria via original destination would be more than I would get for it when it arrived at Peoria.

With this in mind, Mr. Secretary, the dealers have come to the conclusion that it is absolutely unsafe for them to handle such grades of corn. I have in my possession correspondence which shows that some of the dealers have refused to handle corn above 20 per cent moisture. Some have said they would stop handling the corn altogether. It means that those who do remain in the market are going to try to protect themselves as much as possible against loss by taking a larger profit. I stand here willing to offer at this time, as I have offered before, a bonus of five thousand dollars to any one who will guarantee that the grade I buy from the farmer will be guaranteed me at the other end. I will give five thousand dollars for that assurance to show you that any one that will insure us against loss will reduce the margin of profit that we are going to exact.

Now, one condition that has rendered the situation very much more serious this year than usual is that the railroad situation has been very bad, as you know. It has not only been bad in the past, but owing to that condition which existed during the stormy weather, the congestion continues, and it is impossible to move grain today, in even more moderate weather, with normal regularity and activity. As a result, corn has been getting out of condition; and the fact that the Department of Agriculture, through its Bureau of Chemistry, has stated that corn that gets out of condition cannot be used for anything else than distilling has been published throughout the country. Every dealer who is dishonest has been inclined to take advantage of that ruling. It permits an undue advantage over the shipper, all of which must react upon the middleman, so-called, and then back upon the farmer. This condition that has prevailed in railroad circles has been considered as unavoidable, but it goes back to the shipper and must react upon the farmer. The whole country that I have referred to has, in the past, relied upon the Eastern market in the movement of its crops. Nebraska, South Dakota, North Dakota, Kansas, Missouri, and Illinois have all, in the past, shipped their corn to the Eastern markets and the channels through which the corn moves to the Eastern markets meet with less resistance because it was the general route through which such merchandise passes, and the movement was more greatly facilitated.

We had a series of dry years, and the corn was then in very much better condition than it is now, but with this changed condition of inferior grade of corn, from the standpoint of moisture, and the direct reversal of the order of movement of this crop of corn, the situation has become very serious indeed. It is not the big individual markets that we are seeking in the West. We cannot there have recourse to the distilling markets that we have been asked to dispose of our grain to. The Government has spent a great deal of money—and, I want to say, very wisely—in the promulgation of good agriculture, and we commend it. The states have done this also. Now, if you are going to lay any restrictions upon the movement of the product when it is once produced; if you are going to lay any restrictions upon the movement, which will work an undue hardship, Mr. Secretary, it occurs to us that the encouragement which the Government has been so wisely giving, and the encouragement that all of the individuals and the associations have been giving, must necessarily give place to discouragement.

Another point in that connection. The trade has at times considered the advisability of moving this grain to the local station, by the farmer, and drying it there before shipping. Now, the volume has grown so large that that is almost an utter impracticability. It is not possible to consistently equip

the country elevator with grain dryers, and dry this grain when it comes in.

Now, so much for the condition of corn. I want to add a little further in this connection. The Committee thought wise to make some inquiries of the different agricultural colleges in relation to the effect that this corn in a heated condition would have upon the feeding to live stock. I wrote to five different agricultural colleges and got replies from four. I will first read the letter that I wrote to these colleges.

"Dear Sir: Have you ever made experiments in feeding to hogs, corn which may have become heated in an elevator or heated while in transit? If so, what was the effect upon the animal, or, if you have fed this same class of corn to other live stock, we would be glad to know what effect it had upon them."

The University of Nebraska, at Lincoln, Nebraska, replied as follows: "We have had no experience."

The University of Minnesota says: "I may say that I do not know of any experiments that have been made in any of the states, in which corn which has been heated in storage, has been compared with corn in normal condition. Unless the corn has become moldy, I can hardly see how it could be injured seriously in this heating process. Corn, as you know, is a starchy food and a certain amount of cooking is beneficial rather than detrimental to foods of that character. In the heating process there is a slight change from starch to sugar, the latter being more digestible. On the other hand, a carbohydrate in the form of sugar is more likely to ferment and deteriorate from exposure."

"If fermentation has taken place or a slight mold has formed, it would hardly be safe to feed such corn to horses or sheep. It could be fed to cattle and swine, however, with little or no risk. Such animals, on a full feed of grain, might not eat as much as they would were it fresh, but that which is consumed ought to give practically as good results for feeding purposes."

I am advised by wire by my secretary that the Missouri University reports that no tests have been made. Illinois finds no ill effects from feeding mouldy corn to pigs, and advises mixing it with other grains. This is an argument against applying the rules of the Bureau of Chemistry to corn that has become in a heated condition.

Another very important issue that this convention has considered, is that of applying the rules of the Bureau of Chemistry to the so-called misbranding of grain. In this connection, I want briefly to call your attention to the wonderful growth that has developed in the grain business during the last twenty years. In our own market of Minneapolis I have a tabulated statement showing that the receipts in the year 1891 were sixty-seven million; in the year 1911, twenty years afterwards, it had grown to one hundred and forty-six million, and the preceding year, 1910, it had grown to one hundred sixty millions; this last year being less than the preceding year, owing to the failure of the crop in North Dakota. The increase in the twenty years has been 117 per cent. Now, I grant you that the large increase was not altogether due to the increased production in our Northwestern and Western countries. However, a very large per cent of the increase, as shown in that market, and other Western markets in the last twenty years has been due to the development of new countries. Now, in the early days in those new countries, it was customary to handle the grain by sample, and I want to read you a letter written me by Mr. Charles M. Harrington, president of the Van Dusen-Harrington Company, of Minneapolis, and I am perfectly willing that this letter shall be made a part of our records. The company which Mr. Harrington represents is probably at the head of the grain moving business of the whole country. They handle it from the farmer to the buyer—even to the buyer in Liverpool. Mr. Harrington started as a telegraph messenger at Rochester. He has grown up in the business until he is now president of the largest grain company in the Northwest. He went through the pioneer stages. In his letter he says:

"Replying to your inquiry, we beg to advise you that when we first came to Minneapolis to handle grain, we were not able to do business on the public inspection. When we had wheat in our elevators in the country, it used to be necessary to take samples to the office of the Milling companies and sell the grain by sample to arrive. The buyer and seller used to preserve the samples, and as you know, when they are kept in an office they dry out and become changed in appearance, and we frequently had a good deal of trouble making our applications when the grain actually arrived. Later on, as the country and this market developed, we were able to bring the grain here to be sold on arrival. We had to sell each car of wheat by sample. In those days the receipts of grain here were very small as compared with the business of today. After the inspection department was well established, our mills and elevator companies were always glad to buy in round lots of 100,000 bushels or more on the basis of the Chamber of Commerce or of the state inspection. As the grain arrived and we secured the grades, we were able to order the cars switched to the mills at once, which greatly facilitated the handling of the business of the railroad companies. "It would be a decided step backwards if we had to return to the old method of selling by sample. That method makes so many controversies when there has been a decline in the market prices and it is a very cumbersome way to transact a large volume of business in grain."

Now, this last paragraph I have emphasized. The underscoring is mine, but it is very pertinent. This paragraph, coming from a man who is such an authority on the subject. I merely read that letter to show you that the old methods that were in effect twenty-five years ago can no longer apply to the handling of grain in the modern sense.

A short time ago, the vice-president of the Northern Pacific Railway Company asked me to form a company to go out on the Pacific Coast and handle that grain crop through modern elevators. He said that the handling of the enormous grain crops in sacks was practically out of the question. Now, the handling of grain in sacks, to a certain extent, eliminates the possibility of mixtures of grains, but it does not entirely do so. A great deal of the grain grown in the Northwest today has a certain percentage of volunteer growth. That volunteer growth would appear in sack grain, were it practicable to return to sack methods, but you cannot do it. You cannot get back to handling grain in sacks any more than you can step back and ask that on our old Iowa hills we return to twenty-five bushels per acre. We must handle the modern corn crop in a modern way, and with modern methods. I am quite emphatic upon that point, for the reason that I am running a line of country elevators where I buy grain from the farmer. He brings me the grain and I buy it from him for whom I assume to be, No. 1 Northern in our market. It becomes mixed in handling through our elevators. Through the modern elevator you cannot avoid that. It goes into the car and it is inspected in Minneapolis by the inspector. It is shipped to a miller at Stoughton, Wisconsin. He buys it under the rules of the Chamber of Commerce and subject to Minnesota inspection. The car, on arrival at Minneapolis, is inspected by a state officer. If the buyer is dissatisfied, a reinspection is granted. Two men have then passed upon it. If there is still dissatisfaction, they call a State Board of Appeals, and then five men pass upon the grade of that wheat. After that grade has been established by those five experts, our contention is that no miller of Stoughton, Wisconsin, after the market has declined ten or fifteen cents per bushel, has a right to call in any officer of the Federal government, or the state government—having made his contract subject to the rules of the exchange through which he bought, he has no right to call in another party, comparatively inexperienced in the handling of grain, and say that this car was misbranded at the shipping point, and that judgment is final and therefore he be entitled to reclamation from the parties who sold it to him, or that this car can be confiscated.

In other words, Mr. Secretaries, if that method is to prevail the whole idea of modern commerce is upset. We are spending thousands of dollars; your good Department is spreading broadcast the gospel of increased production per acre, and I commend you for it. I reverse the name of good old Doctor Knapp. He has gone to his reward. Thank God there are some of you left that are still promulgating that work. We commend the work of the Agricultural Department; but, if, after we have produced those extra bushels per acre; if, after we have pioneered and have brought into the markets of this country the produce, we are to have all modern machinery that has been invented for handling that increase, upset and subverted by the application of rules or systems by men who are not thoroughly versed in the grain business, chaos must necessarily follow.

I have been pretty insistent upon that point for the reason that I believe the average grain exchange in this country is founded upon fair and honest lines. I mean that if any man, whether a member of that exchange or not, feels himself aggrieved, he can go before the arbitration board of that exchange and have his wrongs remedied. There is not a grain exchange in this country that is worthy of the name that will permit the advantage of one class of men over another. (Applause.) I want to say further, that in Kansas City there emanates no little trouble, because its products go into a warmer climate. I have myself appeared before its arbitration board—all of them being members of their local market and I a foreigner—and I say it without any attempt at egotism on my part—I appeared in six different arbitrations at six different times and won every one of them. I believe it applies also to every arbitration exchange. The average business man means to be fair. He has built up a machinery that coordinates with the machinery that has been adopted by the Government in other lines to meet the demand; and if this machinery is to be all upset, and if after the buyer has had ample opportunity to resort to the unbiased and impartial judgment of five men in a commercial exchange to see that he gets what he is entitled to, and has the right to go before an arbitration board and vent his wrongs, I say that after that, to then permit the Government official or anyone else to enter into the transaction and subvert what has already been done to expedite modern business, appears to us, Mr. Secretaries, as being an expansion of the law of the Department beyond what appears to us to be its original intention.

On this subject, I wish to say that we have been unable as yet to find anyone who has given us any assurance that the framers of the law intended that it should apply to grain in its natural form. I have examined the Congressional debates only to a limited extent, and was unable to find anyone who made any mention of the application of the law to anything else than pure foods and drugs. Now, then, in view of the conditions that exist; in view of the fact that commercial exchanges have been built up for the purpose of handling great volumes of grain; in view of the fact that there goes out of Duluth today a cargo of four hundred thousand bushels of wheat that has been inspected and reinspected, not by Chamber of Commerce officials but by state officials, and bought by a man in New York for Liverpool, subject to the rules of the Chamber of Commerce and the state inspection, that that cargo of wheat, going out in a bulk of three hundred thousand or more bushels, arriving in Buffalo, can be condemned to the absolute financial ruin of the man who shipped it—it occurs to us that the situation is one of vital importance to the whole grain producing and handling trade. In view of all these things, it has

occurred to the gentlemen here assembled that your Department, in its well-known fairness, would be willing to suspend the operations of the Pure Food Act to grains in their natural forms until the questions of misbranding, which is now in the Federal courts, could be determined once for all as to whether or not it really applies to grains in their natural forms. After a great deal of discussion of this matter here it was thought best to formulate our desires in the shape of a resolution, and this resolution was addressed to the Honorable Secretary James Wilson of the Department of Agriculture.

The resolution referred to is the one quoted above as adopted on the morning of March 5. It was agreed by the officers of the National Association and the legislative committee and by representatives of the Atchison Board of Trade, American Feed Manufacturers' Association, Baltimore Chamber of Commerce, Boston Chamber of Commerce, Buffalo Corn Exchange, Chicago Board of Trade, Cincinnati Chamber of Commerce, Detroit Board of Trade, Duluth Board of Trade, Hay and Grain Producers' and Shippers' Association of Ohio, Illinois Farmers' Grain Dealers' Association, Illinois Grain Dealers' Association, Indiana Grain Dealers' Association, Indianapolis Board of Trade, Iowa Farmers' Grain Dealers' Association, Kansas City Board of Trade, Louisville Board of Trade, Minneapolis Chamber of Commerce, Minnesota Farmers' Grain Dealers' Association, Milwaukee Chamber of Commerce, National Grange, National Hay Association, Newport News Chamber of Commerce, New York Produce Exchange, Norfolk Board of Trade, Ohio Grain Dealers' Association, Omaha Grain Exchange, Peoria Board of Trade, Philadelphia Commercial Exchange, St. Joseph Board of Trade, St. Louis Merchants' Exchange, Toledo Produce Exchange, Texas Grain Dealers' Association and Western Grain Dealers' Association, all of which bodies were represented at the conference by from one to five delegated members each.

Following the presentation of the memorial Secretary Nagel asked numerous questions, confessing to some ignorance of the details of the subject matter, which Mr. McCaull answered.

HOT CORN GOOD FEEDING GRAIN.

Returning to the general topic, Mr. Brandeis of Louisville said:

Mr. Secretaries, I want to touch upon just one point; that is the one Mr. McCaull brought up with regard to the feeding of hot corn to farm animals. In addition to being in the grain business, I farm on a small scale, and I was interested in the effect on farm animals of such grain that had been heated. I fed twenty-five very high grade black Berkshires on that corn, and fattened them. I used the hogs for consumption on my own place; and the meat was as fine as any I have ever produced. The reason I mention that is, that if the Department should conclude to take cognizance of shipments of grain of this kind and declare them unfit for human or animal food, they would confiscate and, as I understand it, destroy them. I want to say that there ought to be a very full and careful examination made before any grain is destroyed, because it strikes me that it would be a needless waste on the country to destroy anything that has a value for animal food. I mentioned this because the press said that very recently, at some point in Georgia, a carload of hay which had some moldy alfalfa in it, had been condemned and destroyed. It seems to me that to destroy that carload of hay was a needless waste. It certainly had value for bedding, or something of that kind, and we have not so much wealth in this country that we can afford to destroy anything that is of value.

STANDARDIZATION OF GRAIN GRADES.

Mr. Brandeis then took up the question of the standardization of grain grades by the Agricultural Department; and the Southern States, being heavy buyers of grain, are, he said, interested in having the standards put high. Continuing, he said:

We want them high, so that the buyer will not have to beware. We want that, so that the morale of the trade will be so high that the buyer may take the grain with his eyes closed, and feel satisfied that when he gets a certain grade of corn which is established by your Department and which this body has pledged itself to use all its efforts to adopt the whole country over, those grades will be so high, and their integrity will be so well preserved, that the buyers will be as well looked after as we want to look after the interests of the producers.

We think it is necessary for those grades to be high in the first place because the consumer must have high grades. We think it is necessary in the second place because all demand for improvement must come from the buyer. The buyer must say that in every line he wants something better than he is getting, just as all of us have got to have some pacemaker to get the best out of us that is in us. We feel that if those grades are made high at the terminal markets, the purchaser will have to furnish better stuff, and will usually do it unless he meets with a mishap such as there was this year in

the growers' grain crop. That is the point particularly that I want to make. We want this Department of Agriculture to help us with its standardization so that such a case as this Hall-Baker case will not come up. That is the sort of thing that we want to have avoided in the grain trade. We want the morals raised so high, the standards put to a point by the Department, and adopted by the Boards, whether it be the Boards of Trade, or the state inspection Department, that everything will be, whether the grain is high or low grade, exactly what the Department of Agriculture has set down in the standards of grades for this country.

John W. Snyder of Baltimore then spoke of the character of the corn of today and its high moisture content and the difficulties of handling it in commerce. This led, he said, to the demand for "standards to work by—standards made for us by higher authorities." He dwelt, too, on the necessity of educating the farmer to grow a different corn and to crib it carefully and let it cure in the crib. At this time it is put on the market too quickly.

J. C. Wallbaum, president of the Illinois Farmers' Grain Dealers' Association, also a farmer, thought Mr. Snyder not exactly correct in his estimate of the corn of today, which he had found excellent when taken proper care of. As to standard grades he said:

But there is one thing that we Illinois farmers feel that we do want. We would like to have an establishment of grades, somehow, someway, that we farmers can tell, without calling in an expert or a grain man, know what our corn is—a standardization of grades, a uniformity of grades, so that we may ship to Chicago, to Peoria, to St. Louis, to Louisville, or Cincinnati, or even to Baltimore, and it will be the same. We want to know that that grade will be the same when it arrives there; and I believe that our Honorable Secretary is in a position to give us that.

HAY AND THE ACT.

P. E. Goodrich, president of the National Hay Association, spoke for the hay producers and shippers, who have been made uneasy by the seizure of alfalfa hay in Georgia. He called attention to the conditions under which hay is grown, gathered and baled in the country and the extreme difficulty of obtaining perfection. The Association's grades have been used for eighteen years and are the standards in many states and markets; but he added,—

Now at this time we feel that with this thing coming upon the hay trade, we should have a chance at least to work out this old crop and start next fall under new conditions. Now, timothy hay, as produced in Indiana, Ohio and Michigan, the great clover seed producing states of the country, can never be uniform. There often comes into a timothy meadow, when it is two years old, as much as 10 per cent of clover. The farmer cannot change that. Neither can he eliminate blue grass or sickle grass. The only thing to do is to destroy that meadow and start a new one. I am a grain man also, and we can benefit grain by handling it, but grain is never benefited one particle after the farmer produces it. Hay is often baled and when it leaves the farmer it is exactly the same as when it reaches the consumer, unless it has been shipped in a bad car or has been put under a leaky roof.

G. J. Gibbs spoke for Texas and the Southwest, which sells cotton and buys oats and corn to feed the animal crop. Among other things he said:

A car of corn in Texas costs us nine hundred to one thousand dollars. We don't want that car load of corn dumped out on the ground and shipped back to Illinois for distilling purposes. If I buy a car load of corn and the Government says it is not fit for food, I would like to investigate a little further and see if it was not fit for feeding to hogs for bacon. We believe in calling a spade a spade, Mr. Secretaries. If our friends in Minnesota grow wheat there that is mixed with some other sort of wheat, or if it has rye in it, we want the Government to fix a standard for him so that he will say it is rye mixed, or barley mixed, and we will then know what we are getting. When we make a crop down there, Mr. Secretary, our corn contains about twelve per cent of moisture, but we recognize that the Northern farmers must have a market for their grain and we know that we must have a place to buy it. Therefore, to help our Northern brothers out we have joined in asking this suspension; but we want your Department, Mr. Secretary of Agriculture, to work to the greatest extent possible that we may have uniform and standard grades of grain all over the country. I have seen ten thousand bushels of oats shipped by a certain company and offered for delivery upon one inspection as No. 2. At the point of first shipment, it was inspected as No. 3; they then moved the oats to another market and there got an inspection of No. 2, and shipped from there. We say that that is wrong; and we ask the Government to step in and fix these grades if the exchanges can not fix them themselves.

B. Hathaway, president of the Iowa Farmers' Grain Dealers' Association, thought the ruling of Dr. Wiley had already cost Iowa farmers thousands of dollars because since the ruling was published hundreds of renters have abandoned the corn in

the field and moved away. It has also narrowed the market for corn.

Lee Metcalf, who was to have spoken for Illinois, yielded on account of the hour.

THE VIEWS OF SECRETARY NAGEL.

Secretary Nagel in reply said the subject matter was new to him. Yet while he was in full sympathy with the Pure Food Act and its enforcement, he was nevertheless inclined to protect commerce whenever it can be protected. Continuing, he said:

I believe, therefore, that whenever a measure is invoked for the protection for one part of the community, it ought to be done with as much regard to the protection of every other part of the community as the conditions admit of. (Applause.) And if a measure is to be used to bring about the results that you have pictured here today as possibilities, then we ought at least to be entirely clear as to our conception of the law and as to the necessity of the proceeding.

Now, the question, as I say, is an entirely new one to me, but I am frank to say to you now that I have some difficulty in concluding that the Pure Food and Drugs Act was ever intended to reach natural products. (Applause.) I am not saying that to get applause, because whatever I say now I shall in some measure have to be responsible for hereafter. If my conclusion should be a different one afterwards, I would have to meet my own argument at this time. But I do want to say that the law certainly presents a very grave question in that respect. I ask myself, If a dealer in grain and hay is to be held responsible for adulteration, who did it? If anybody is to be put in the penitentiary, whom are we to get when we are told that the weather is the offender? In other words, the condition of grain seems to be attributed to nature and such other power as you may prefer to invoke.

So I find at the very beginning of the first section this difficulty. An adulteration is complained of which is termed a misdemeanor and which is punishable with a penitentiary sentence, but the imperfection of the grain complained of is a natural one. That leads me, as a first impression, to the conclusion that the Pure Food and Drug Act was intended to apply to products with which the human hand had had something to do. (Applause.)

Now, when it comes to misbranding, of course, I need not necessarily encounter the same difficulty. If the first argument is correct, it goes to the entire act. But standing alone, misbranding might possibly be applied to designation of false grades, or to any misrepresentation with respect to the character or grade of grain or hay, or any other product. But, here, too, as I have just said, I do not believe that the act is fairly intended to reach or to apply to any product in its natural state. If so, the second proposition would, in any event, fall with the first. If I am wrong in my first impression and the provision as to misbranding is to be enforced, then I do not see how the United States Government is to predicate proceedings upon misbranding or grading that have been fixed by another authority. The authority that fixes the grade must be looked to to enforce it. Otherwise, you have a chaotic condition in Federal government seeking to enforce different kinds of grades in different localities and applicable to the same grain in traveling from one locality to another. All of which, to my mind, presents the difficulties aimed at by your resolution; namely, that the Department of Agriculture pursue its efforts towards standardization, not under the Pure Food and Drug Act, but as an independent commercial measure. (Applause.) When it has found its standards, if they are reported to me, I will seek to adopt them because, after that, strictly speaking, they should belong to the Department of Commerce and Labor and not the Agricultural Department. That looks to be a consistent statement, and I was particularly delighted to hear from the representative of my native state, that he believes that when we deal with a national proposition, such as interstate transaction in hay and grain and corn, it takes a national authority to fix one standard for all of them. (Applause.) That is the way it looks to me. I may be converted when I hear further argument. I have listened to you today and looked at the act while you were arguing; and I confess that I was at first unwilling to believe that the difficulties that brought you here were to be traced to the Pure Food and Drug Act, because I could not make the connection. (Applause.)

AN ORDER ASKED FOR.

Mr. McCaull: Owing to the gravity of the situation, it is earnestly hoped that the Department will issue an order, if at all, as quickly as possible, and that it will be given the widest possible publicity through the press. There is a very erroneous and dangerous impression existing throughout the entire country, and the sooner it is corrected the better it will be for everybody concerned.

SECRETARY WILSON'S VIEWS.

Secretary Wilson: I am pleased to meet you all here; I am glad that it may be within our power to lift some of the burdens that you are complaining of. There is nothing that you have spoken of here today with regard to corn on the farm that I am not entirely familiar with. I know the kind of season you had last year. I know what will happen if you put too much soft corn in a crib without ventilation and all that. This thing has come suddenly upon all of us. It is utterly out of the question that we should refuse to take care of you in this dilemma. (Applause.) We can always wait until we get more facts.

Dr. Galloway, Chief of the Bureau of Plant Industry of the Department of Agriculture, has been studying the question of grain standardization and grain transportation and all that; at home and

abroad, for several years. He has not quite got to the point of recommending to Congress that we are ready to fix standards. That is a serious question, gentlemen, but we are coming up toward it. The Doctor thinks that in about a year and a half we will be ready. He thinks it will cost about \$850,000 a year to do it, and it will take about six hundred men to do that work. Now, we can not go to Congress with a proposition of this kind without being ready for it—being ready to answer everybody's arguments; but we are getting along there.

I am glad Mr. Nagel was kind enough to give you his mind on the subject as far as it went. The Secretary of the Treasury is a member of the board of three Secretaries that consider these matters when they become acute and when people think they are not getting fair play. Common cases I can manage myself. (Laughter.) This is a very uncommon case. Now I want to see the Secretary as soon as he returns—he has been down to New York—and I want to take this matter up at once and make it my first duty, my first work, to find what seems wise and best to do in the interest of the people of the United States and especially the farmers, because, as it has been said here, everything goes back to them. If anything goes wrong anywhere, they must pay for it. (Applause.) These grain people are very bright fellows, but they know how to fix the margin so that it will not fall on them. (Applause.)

So, gentlemen, I can not very well make a decision now. I recall that several years ago I went out to San Francisco and listened a whole day to people telling me about the difficulties they had under this same law, with regard to the sulphuring of fruits—the drying of fruits by the use of sulphur, and I was compelled to act, and act at once; and I did. I said: "I do not know enough about this thing, and there is nobody in the Department that does know enough. I shall have one of your best chemists and one of the best chemists we have look into this thing, and, pending that, this law has got to stop." All I can say to you now is that I will make it my first duty to reach a conclusion, and as soon as that is reached, you will hear of it all over the country.

Following a brief reception to Secretaries Wilson and Nagel, the conference resumed its deliberations.

On motion, Secretary Courcier was instructed to have the proceedings of the conference published in pamphlet form. The Secretary was further instructed to supply additional copies at the cost of printing, and orders for 9,500 copies were immediately handed in by delegates representing the various associations.

THE ORDER.

On March 7, Secretary Wilson issued the following order: "The necessary scientific information is not available to enable the Department of Agriculture to judge accurately of the spoilage and grading of grain and hay. In the enforcement of the Food and Drugs Act it is necessary for the Department to have this scientific information. Therefore, the Secretary of Agriculture has ordered the investigations necessary to secure the information. Pending the conclusion of these investigations, there will be no seizures or prosecutions recommended by the Secretary of Agriculture for the shipment in interstate commerce of grades of grain and hay which have for years passed current without question.

"When the investigations are concluded, the results will be announced, and if it be found then that the law requires changes in commercial dealings in these commodities, reasonable time will be given for the necessary changes."

WHAT SASKATCHEWAN WANTS.

The Saskatchewan Grain Growers' Association held its meeting at Regina on February 14-16, with a large attendance. The resolutions adopted deal with the following subjects:

A demand for storage elevators at central points with terminal facilities; government ownership and operation of terminal elevators; opposition to the proposal to leave the distribution of cars to the discretion of the commissioners; opposition to bonus-ing any steel and iron manufacturers; reduction of tariff, with free trade the ultimate aim; provincial government farm loans; representation of Grain Growers' Association on proposed tariff commission; enactment of the law providing for the passing of the incorporating of co-operative societies; reaffirmation of the Grain Growers' platform in its entirety as submitted at Ottawa on December 16; a request to Premier Borden to implement pledges regarding Hudson Bay Railway and equalization of freight and express rates.

Bank clearings at Winnipeg increased for week of February 24 from \$8,500,000 in 1911 to \$25,000,000 for 1912, due to the movement of wheat to Duluth.

'FIRE HAS NOT STOPPED US'—BARNARD & LEAS.

At about 3:15 of the morning of February 6, fire was discovered in the fire room of the Barnard & Leas Manufacturing Company's group of buildings at Moline, Ill., and before it was extinguished the entire plant, the foundry and warehouse, alone excepted, was destroyed. The loss, conservatively estimated, will reach \$250,000, and this amount is practically all covered by insurance. The foundry patterns, models, etc., and the office, with all the company's records, were saved, and business has not been interrupted by the disaster. As the bolting cloth department, with its large stock of bolting cloth, gritz gauze, etc., is located in the office building, the company is as well prepared as before the fire to fill all orders for bolting cloth, gauze and the like.

In fact, the company has already secured a temporary factory building, formerly occupied by the Otis Elevator Company, which is supplied with power and machinery quite well adapted to its manufacturing purposes and such machinery as is lacking is being rapidly put in, so that there will be only the briefest interruption of manufacturing processes and none at all in the company's ability to fill all orders sent them for anything listed in their catalogues.

Meantime, the work of rebuilding will proceed as rapidly as conditions permit; and the rebuilt plant will be one of the best that money and the company's experience covering a generation can suggest. The company has issued the following notice to the trade:

"To Our Customers:—The fire which destroyed part of our plant on the 6th of February is already a matter of history.

"On the eleventh day after the fire we resumed operations in factory buildings secured as temporary quarters in which there was installed and ready for use a large amount of machinery, shafting, power connections, belting, cranes, etc. To this equipment we have been and are adding daily additional machinery of the most modern type.

"Plans are well under way for our new plant, which will be constructed at once on our present site. This plant will be equipped with the latest tools and will be most complete and modern.

"If you need anything in our line, don't hesitate to write us. We will give all orders our best attention and get them out without unnecessary delay. —BARNARD & LEAS MFG. CO., Moline, Ill., U. S. A."

DISTRIBUTING CARS IN CANADA.

A bill has passed through the Canadian Commons changing the law that regulates the freight car service in the Dominion by rotation of application to give the Grain Commission discretionary power over their distribution. The bill as amended empowers the Commission to depart from the rotation rule in the event of (a) the collapse of an elevator, (b) the prevalence of damp grain, (c) the distribution of seed grain, and (d) whenever, after due consideration, the Commission considers it necessary, etc.

The bill is at this time satisfactory to farmers having tough wheat on hand, which they hope to get to market before spring opens and mild weather comes on; but a Western critic of the bill points out that amendment of the distribution law in the way proposed would "wipe out the one concession which the agricultural interests in an agricultural country have wrung from 'the interests' in recent years."

The Calgary Albertan denounces the bill, saying among other things:

The sponsors for its presentation in this case is an organization known as the Credit Men's Association. This organization has had a representation in nearly every hamlet in the West urging the amendment to the bill. It would appear that the Credit Men's Association is an organization whose deepest concern is the collection of money. The farmer owes the retail merchant and cannot pay because he cannot ship his grain. The retail merchant cannot pay the wholesaler because the farmer cannot pay him. The wholesaler cannot pay the bank because the retailer has not paid him because the farmer has not

paid him and the bank cannot pay the directors dividends because, etc.

The effects of the amendment to the Grain Act will be among others the following: If there is a congestion at a certain point the commission has the power to say that the elevators can have the cars for the reason that it can load a car in three hours while a farmer may take twenty-four, so that the elevator could load a train while the farmer loaded a car, and thus a temporary congestion could be relieved. Immediately the Credit Men's Association through its local agent could notify the farmer that there was room in the elevator and to get his grain over at once. If the farmer demurred the next slip would probably be to put the screws to him. He would be driven to take the elevator's price and do it quickly, or take the consequences.

W. A. REYNOLDS.

Late in the past year, W. A. Reynolds became manager of the American Machinery Company of Port Huron, Mich. We present in the accompanying illustration a picture of Mr. Reynolds taken recently at the entrance to the company's works at Port



W. A. REYNOLDS.

Huron. The city of Port Huron generally has plenty of snow in the winter time, which the picture shows, but the air is crisp and keen, and the climate, like that of almost the whole of the northern peninsula, is delightful.

Mr. Reynolds needs no special introduction to grain men of the central states, being known by reputation to the trade both East and West. He has been identified with the manufacture and sale of machinery for almost a quarter of a century. Since accepting the management of the American Machinery Company, he has been adding to and improving its line and will maintain the reputation of the company for strictly high grade and efficient machines.

GRAIN GROWERS' INFLUENCE DECLINING.

The Grain Growers' Associations of Manitoba and Saskatchewan and the United Farmers' Society of Alberta have rendered good service to the settler if only through teaching him that unity is strength. They came into existence at a time when abuses had crept into the system of buying grain and handling it in the elevators, and after a hard fight succeeded in putting the trade on a more satisfactory footing. They are officered by clever men, and possess an excellent newspaper in the Guide of Winnipeg. In the opinion of outsiders, however, their influence is waning. They got a hard knock

by the defeat of reciprocity; and, having no longer any particular errand, they are advocating measures like government ownership of railways, elevators and chilled-meat plants, single tax, referendum and free homesteads for women, upon which they can hardly speak as experts. It is ungracious to say so, but before long they are sure to disappear like the Grange, Patrons of Industry and other farmers' organizations before them, and for the same reason, that having finished their appointed work they are trying in vain to hold their members together and beat up recruits by propounding wild schemes in the realm of finance and economics and fabricating grievances that have no substantial foundation.—Winnipeg Correspondence of Montreal Gazette.

PRISON-MADE GRAIN SACKS.

The states of Washington and California both manufacture grain sacks in their state prisons to be sold at cost exclusively to the grain growers of those states. How it is in California does not at this moment here appear; but it is at least an interesting fact that although the prison factory of Washington is well equipped with machinery and has its labor free, it has not been able to manufacture and sell to Washington farmers jute wheat sacks at as low a price as Calcuttas, paying \$12.50 duty per M., are sold by the regular dealers outside the prison. This anomalous condition was referred to by Gov. Hay in his address to the late convention of the Grain Growers', Shippers' and Millers' Association at Pullman as follows:

We have a tariff of \$12.50 per thousand on grain sacks, and our labor costing us nothing I do not see why we cannot make big money manufacturing grain sacks in Walla Walla. A little over a year ago I decided to appoint a committee to investigate this for me. I wrote over here to Mr. Green and asked him to select some farmers, and I sent this committee to the penitentiary to see if we could not manufacture sacks there. These gentlemen went down to Walla Walla and looked over the books. There were a few items here and there that might be changed, but they could not see any general change. I, therefore, resolved to send Mr. Reid to India to see if we were not buying jute cheap enough, and to see if he could not find on the other end of the road a method by which we could save money. In manufacturing the raw products into the finished product in India they are using the same machinery that we have here, but the men and women are laboring for from 9c to 14c a day, and working up to 14 hours a day. Mr. Reid made this discovery that will help somewhat. He found that they used second, third and fourth grade hemp.

Now, everybody in the grain business sells sacks. I have handled sacks; lots of years I made money on sacks, and lots of years I didn't. If the farmer will place his order early for sacks he can buy them cheaper than we can make them. The trouble is, you have waited until it was too late to get them from India. If the farmers can place their orders earlier, I think that any other dealer can sell them for less, because there would be no danger of carrying them over.

All of which does not explain why paid labor, even at 9 to 14c a day, is more profitable than convict labor that "costs nothing," working the same machines. An interesting study of wages?

However, the grain growers, as they always do at a season when they need no sacks, are again fighting in Washington the useless system of sacking grain; and the local branch of the Farmers' Union at Almira, on Feb. 18 adopted resolutions of protest, reciting that whereas the sack business abroad (Calcutta) is in the hands of a "syndicate," and a dockage of 3c a bushel is made when grain is not sacked, etc., they enter a protest against a continuance of the system and the "tyranny" that forces the farmer to use the sack or pay for its non-use; and ask for a repeal of the duty on grain sacks.

The official figures as given out Feb. 24 by the Dominion government inspectors' department show that grain shipments show an increase of 32,306 cars, or 54 per cent, for the five months of the grain year from Sept. 1 to Jan. 31. The total shipment of bushels of grain for this period was 97,483,000 compared with 59,177,000 last year. This includes grain shipped over all railroads.

THE NATURAL SHRINKAGE QUESTION.

The joint committees on "natural shrinkage," representing grain dealers, grain exchanges and railways of the West, appointed to determine equity of the carriers' claims for an allowance from the face of claims for invisible loss in the shipment of grain, held a meeting on February 20 at Chicago, at which time the following resolution was adopted:

"Resolved, Where recognized state, board of trade or grain exchange weights or duly certified and proven weights are ascertained at point of origin and destination, in the adjustment of claims for loss allowance to be deducted for invisible loss shall be upon wheat, flax seed, rye, oats, barley carloads, one-eighth of one per cent, and on corn, carloads, one-quarter of one per cent where exception is not taken to the condition or protection given to the grain in transit. Where the car containing grain shows actual leakage or the grain was not under protection, then in the adjustment of claims no deduction shall be made; also

"Resolved, That we recommend to the various exchanges, boards of trade and grain organizations, in presentation of claims against roads operating under this rule, that claims be not presented where the amount involved is less than one dollar per car."

This meeting was attended by representatives of the grain interests, as follows:

Grain Interests—Chicago, by W. M. Hopkins of the Chicago Board of Trade and A. E. Schuyler; Milwaukee, by G. A. Schroeder, Milwaukee Chamber of Commerce; Peoria, by W. T. Cornelison, Peoria Board of Trade; St. Louis, by J. C. Lincoln and John Dower, St. Louis Merchants' Exchange; Memphis, by C. B. Stafford, Memphis Merchants' Exchange; Kansas City, by C. W. Lonsdale and J. G. Goodwin, Kansas City Board of Trade; St. Joseph, by T. J. Berry, St. Joseph Board of Trade; Omaha, by J. R. Morris and J. W. Holmquist, Omaha Grain Exchange; Minneapolis, by M. A. Feltus, Minneapolis Chamber of Commerce; Duluth, by C. F. Macdonald, Duluth Board of Trade; Galveston, by F. J. Becker, represented by C. W. Lonsdale; Illinois Grain Dealers by S. W. Strong.

Railroads represented—C. & A.; Ia. C.; M. & St. L.; C. G. W.; C., B. & Q.; C., M. & St. P.; C., St. P., M & O.; C., R. I. & P.; St. J. & G. I.; St. L. & S. F., and A., T. & S. F.

Visitors—Laurel Duvel, assistant in charge of Baltimore Grain Standardization Laboratory, U. S. and W. A. Garrett, chairman of the general Managers' Association of Chicago.

Chairman F. C. Maegly, A. G. F. A. of the Santa Fe, reviewed the history of the enquiry which had its origin in a flood of grain claims for all amounts from 10 pounds per car upwards, in the settlement of which a deduction was taken by the carriers for small grain of one-eighth of 1 per cent and on corn one-quarter of 1 per cent. This practice was so strongly objected to by shippers that for a time the deduction was discontinued, but was again restored on January 1, 1911; after which the joint committee was appointed to institute an enquiry into the equity of the "natural shrinkage" deductions. Thereupon the committee, under the chairmanship of Mr. Maegly, proceeded to make a comprehensive series of tests to obtain data covering grain loaded into all kinds of grain cars which were variously handled and classed, to-wit, as (1) road hauls from one market to another; (2) crosstown hauls from one elevator to another in the same market, and (3) set backs, or cars loaded and subsequently unloaded and reweighed into the same elevator. These tests were all conducted with care to avoid inaccuracies and all but normal conditions and covered a very large number of cars. There were, of course, overages as well as shortages in all cases, but the net result was a shrinkage both of grain handled in well coopered cars and transported to destination without leakage or loss as well as in cars that showed leakage in transit. The results of the thousands of weighings were all shown in tabular form by Chairman Maegly, but it is not practicable or necessary to reproduce them here, except in a general way. For example, one table showed the results obtained with 4,218 cars well coopered and transported without leakage or loss. Of these the record shows the following:

(1) Road Hauls—Shortages, 2,422, averaging 192 lbs., or 0.274%; overages 259, averaging 217 lbs., or 0.31%.

(2) Crosstown Hauls—Shortages, 910, averaging 87 lbs., or 0.117%; overages 43, averaging 198 lbs., or 0.273%.

(3) Setbacks—Shortages, 580, averaging 67 lbs., or 0.095%; overages 4, averaging 80 lbs., or 0.106%.

Total shortages, 3,912, averaging 148 lbs., or 0.208%; overages 306, averaging 213 lbs., or 0.302%.

The average shortage of wheat was 129 lbs. per car (0.176%); corn, 185 lbs. (0.262%); oats, 171 lbs. (0.293%); barley, 169 lbs. (0.258%); rye, 194 lbs. (0.298%); kaffir corn, 89 lbs. (0.132%).

These weights were in all cases taken at markets which are known to be provided with impartial weighing organizations, and, separately, the movement involved loading or unloading at other points having supervisory weighing service; and the re-

sults seem to demonstrate that in handling grain there is "a prevailing tendency to loss in the weight of grain in transit, whether it be correctly termed natural shrinkage or wastage, or invisible loss, and that such loss varies according to the kind, quality and condition of the grain and the amount of moisture and dirt in the grain and the conditions that exist at the points of loading and unloading. The statements show a small proportion of overages, thus indicating mistakes or inaccuracies in weighing or recording of the weights or error in the scales used. In view of the positive evidence of inaccuracies as indicated by these overages, it must necessarily follow that inaccuracies are represented by the shortages."

Chairman Maegly quoted also from bulletins by the Illinois, Iowa, Michigan, Rhode Island and Kentucky experiment stations, showing a shrinkage of grain in store, and from bulletins by the Agricultural Department and decisions by the Commerce Commission to the same effect.

Following Chairman Maegly's report, Laurel Duvel, assistant in charge of the Baltimore Grain Standardization Laboratory, B. P. I., U. S. Department of Agriculture, was invited to address the conference and give the result of various closely supervised tests of shelled corn, road hauls and held on track, in grain tight box cars, and while stored on hopper scales made by his laboratory. At the outset Mr. Duvel was particular to state that in presenting the data he had, it was not his purpose to draw any definite conclusions, as the experiments had not advanced sufficiently, but that he presented the facts as found, leaving each member of the conference to draw his own conclusions. The tests were made at different seasons of the year on carload shipments of shelled corn containing varying degree of moisture. The safeguards with which the same were surrounded to insure accuracy were of a positive character. The freight cars used were specially selected, uniform in design and condition and positively grain-tight. Each lot of grain was carefully tested as to moisture content when loaded at Baltimore, frequently in transit and at destination at Chicago, and again during the return trip and on arrival at Baltimore. On the second, third and fourth experimental shipments, each lot, the equivalent of two carloads, was divided in half and loaded into two cars, the one being sent for the road-haul test and the other identical carload lot kept at Baltimore. Each of the weighings was carefully supervised and performed on scales accurately adjusted by competent scale experts acting for the Department. Each shipment was so attended throughout the round trip.

A summary of the data given by Mr. Duvel is quoted below:

Experiment No. 1, Shipment No. 1 (April 14, 1910, to May 11, 1910):

Car.	Moisture.	Loss in Weight.
1.....	19.8	3.65%
2.....	18.6	0.48%
3.....	17.8	0.44%
4.....	17.4	0.27%
5.....	16.7	0.18%
Average for cars 2, 3, 4 and 5 is 0.34%.		

Experiment No. 2, Shipment No. 2 (Dec. 24, 1910, to Jan. 24, 1911):

Car.	Moisture.	Loss in Weight.
Chicago..... 1	22.0	0.27%
Baltimore..... 1	22.0	0.34%
Chicago..... 2	19.0	0.21%
Baltimore..... 2	19.0	0.24%
Chicago..... 3	17.0	0.09%
Baltimore..... 3	17.0	0.04%
Chicago..... 4	13.3	0.13%
Baltimore..... 4	13.3	0.16%

Experiment No. 3, Shipment No. 3 (Mar. 2, 1911, to Mar. 29, 1911):

Car.	Moisture.	Loss in Weight.
Chicago..... 1	21.6	0.58%
Baltimore..... 1	21.6	0.59%
Chicago..... 2	19.9	0.24%
Baltimore..... 2	19.9	0.26%
Chicago..... 3	17.4	0.23%
Baltimore..... 3	17.4	0.23%
Chicago..... 4	14.1	0.15%
Baltimore..... 4	14.1	0.11%

Experiment No. 4, Shipment No. 4 (May 11, 1911, to June 3, 1911):

Car.	Moisture.	Loss in Weight.
Chicago..... 1	18.2	1.23%
Baltimore..... 1	18.2	1.60%
Chicago..... 2	17.8	0.30%
Baltimore..... 2	17.8	0.55%
Chicago..... 3	16.9	0.39%
Baltimore..... 3	16.9	0.59%
Chicago..... 4	13.9	0.06%
Baltimore..... 4	13.9	0.11%

SUMMARY OF TOTALS, EXPERIMENTS 1, 2, 3 AND 4.

Date	Car.	Shipment.	Moisture.	Weight.	No.
Chicago, , , 1	Apr. 14/10	18.1	1.01%	Exp. 1	
to					
May 11/10					

Chicago. 2	Dec. 24/10	17.9	0.18%	Exp. 2
to				
Baltimore . . . 2	Jan. 21/11	17.9	0.20%	
Chicago. 3	Mar. 2/11	18.3	0.30%	Exp. 3
to				
Baltimore. . . 3	Mar. 29/11	18.3	0.30%	
Chicago. 4	May 11/11	16.7	0.50%	Exp. 4
to				
Baltimore . . . 4	June 3/11	16.7	0.73%	

Additional experiments were cited, one covering a lot of seven cars of shelled corn that arrived at Baltimore hot. The loaded cars were held on track for eight days, during which the temperature of the corn ranged from 140 degrees to 160 degrees; moisture ranged from 20% to 24%. The per cent of loss in weight on each of the seven cars during the eight days is shown below:

First Car	1.65%
Second car	1.68%
Third Car	1.73%
Fourth Car	1.77%
Fifth Car	1.91%
Sixth Car	2.02%
Seventh Car	2.04%

The loss ranged from 1.65% to 2.04%, about 200 lbs. per day.

A further experiment was made upon six lots of shelled corn stored on well-protected hopper scales during varying periods, all beginning March 3d and ending between March 30th and July 5th, observations being taken at frequent intervals. The actual weight of each lot when test began ranged from 27,875 lbs. to 28,190 lbs. The tests showed the following results:

Lot.	Moisture. Per cent.	Loss Per cent.	Loss in Weight.
1st	14.4	0.27	75 lbs.
2nd	16.1	0.32	90 lbs.
3rd	16.8	0.45	122 lbs.
4th	19.4	0.27	75 lbs.
5th	21.6	0.28	77 lbs.
6th	23.0	0.78	220 lbs.
Average	18.5	39.5	110 lbs.

Mr. Duvel's statements and illustrations were received with much interest, and the conference tendered him a unanimous vote of thanks.

It was evident from the exhibits that the actual weight and quality of corn with high moisture content may undergo violent changes in a comparatively short interval of time, depending upon the condition of the grain and the weather. All were impressed with the fact that the owners of corn should ascertain its true condition at time of shipment, if practicable, to the end that all concerned may cooperate in the effort to prevent loss or depreciation.

After discussing the subject in general and at great length, the resolution above quoted was adopted by a large majority of the committee members present.

KAFFIR IN THE SOUTHWEST.

The Southwest has made the discovery, as the result of 1911 crop experience, that with Kaffir corn, grown as a feed crop, the farmers may be quite independent of corn—may lose a crop and still mature their stock, or they may sell the corn and keep the Kaffir for farm use. Feeders report now to the stock papers that during the long winter now coming to an end, Kansas has fed thousands of cattle on Kaffir and has found it "about equal to corn as a fattening ration," and when fed mixed, ground with molasses steers have thrived upon it.

So marked have been the good qualities of Kaffir during recent months, in the face of a small corn crop in Oklahoma, the bankers of Group 4 of the Oklahoma Bankers' Association at Okmulgee, on February 19, after listening to J. B. Adams of Eldorado, Butler Co., Kan., tell how the farmers of that county had been redeemed from "poverty-stricken conditions" and raised to "a community of wonderful prosperity" by Kaffir, took occasion to urge its more widespread cultivation in Oklahoma. The Oklahoma Credit Men's Association also, about the same time, took similar action, in order to impress on Oklahoma farmers the urgency of providing themselves with more feed stuffs in the future.

FOOD LAW ADMINISTRATION.

The business community will not indefinitely tolerate the impossible conditions which now prevail in food law administration. Many legitimate interests are opposed to Dr. Wiley in person, and do not care to see the powers of the Bureau of Chemistry exaggerated. They are therefore not restive because of a belief that the Bureau and its chief are too much in the background. They are dissatisfied because of the constant uncertainty concerning what is to be done, the objectionable methods of officials influential in the conduct of the department, and the wholly illegal and dubious character of the present organization. The time has come when President Taft must personally interpose to bring about a better condition of affairs.—N. Y. Journal of Commerce.

KANSAS DEALERS MEET.

The fifteenth annual meeting of the Kansas Grain Dealers' Association convened at the Coates House, Kansas City, on February 20, 21, 22. Only afternoon and evening sessions were held, allowing members to visit grain receivers on 'change and keep in touch with the markets. Secretary E. J. Smiley gave a preliminary estimate that 300 grain men would be in attendance and this proved not far from the facts.

The first session was called to order on February 20 by President W. C. Brown of Beloit, who introduced George H. Davis, president of the Kansas City Board of Trade, who welcomed the dealers to the city.

Mr. Davis said: "When your president asked me this morning how long I was going to talk, I replied about half a minute. Mr. Brown told me he would occupy about the same time in his response, so you will not be burdened with early lengthy speeches. I am sure that you will do a lot of good both to yourselves and to us while you are here, so that our welcome must be mutual. On behalf of the Kansas City Board of Trade I welcome you, and I hope that you will have so good and profitable a time while here that you will want to come again."

President Brown said that it needed no assurance from the Board of trade that "we are welcome, as ours is the band of men that sets in motion the golden streams that flow from the hills and valleys of the fertile fields of Kansas into the coffers of the Kansas City Board of Trade. I want to thank you in behalf of our Association for the generous treatment that you have always accorded to the Kansas Association."

PRESIDENT'S ADDRESS.

President Brown then read his annual address, which greatly condensed is as follows:

It is not my intention at this time to recite to you a tale of woe, but in the days of our prosperity we are apt to forget those of adversity; and lest we forget and not count our blessings it is well to review the history of our organization.

In the beginning, we, as dealers in the state, had no way of meeting each other on common ground, exchanging our experiences and benefiting by the mistakes of others as well as ourselves. I am told by men who have been in the business for a great number of years that prior to the date of organization, elevator properties practically all over this state were considered by their owners as liabilities rather than as assets, from the fact that the conditions surrounding the trade were so perilous and competition was so unjust. At Atchison a few months ago, I heard one of the large millers of the state say that during these times their company would not pay a shipper's draft with bill of lading attached until they had looked into the financial condition of the shipper. A banker present at the same meeting said: "Our bank considered the paper of grain dealers as our poorest asset. 'But,' he said, 'conditions today with grain men seem to be entirely different from what they were a few years ago; and we esteem a grain account as one of the most valuable accounts we have in the bank.' It was during those times that the line companies acquired the most of their elevators. The banks would not finance dealers, but the line company was always ready to help them, fully realizing that it was a question of only a few months until the property would fall into their hands. There possibly were exceptions to this, but it only proves the rule. Today the most of the line companies are trying to sell their properties, as it is impossible for them to place a man in control of their elevator at the average wages paid and successfully compete with a man who is the owner of his own establishment.

Methods have greatly changed in these years: scales at home and at terminals are improved greatly and shortages reduced; the scooper has disappeared; claims for loss in transit and for delays are paid by the railroads. Could the individual by his personal efforts have brought about all of these reforms? Certainly it would have been a physical as well as a financial impossibility.

New conditions are constantly being met by the Association, and through the united efforts of its members we are able to fight them to a finish, even if we may not always be fully successful. We are now passing through a battle in which we have all felt the strength of the Association, as well as the legislative power of our great state of Kansas; and it is a shame, a disgrace and an outrage that the state of Kansas has tried to force upon the dealers the present inspection law. It is not my purpose to enter into a discussion of this, but just to mention it in passing. I feel certain that our Secretary is fully prepared for this; but I want to call your attention to one thing. It has only been a matter of a short time since the farmers of our country looked upon an organization of our kind as a sort of combination or trust, a body of men banded together to fleece him out of the honest profits of his toil. This idea was erroneous and to a certain extent is not entertained by our well-informed farmers of today; and in this matter of the inspection law they must be brought to fully realize that a tax upon the grain dealer is a tax upon the products of the soil, and that the ultimate cost reaches back to the producer, and that the farmer is the man who is paying the freight. He must also be brought to realize that this organization is always ready and willing to stand between him and any unwise legislation, especially that which creates offices for a few politicians that they may pay the debts they owe to the man from the country. The matter of the inspection of

grain should be entirely eliminated from all political parties; and it is time that the people of our state demand of our legislature that they make this something else than a political plum.

And now, just a word in conclusion. We have grown to be one of the largest organizations in the country. Knowing that we had a good thing, and not being stingy, we have extended the glad hand to our brothers in our neighboring state of Nebraska. We are willing to share the fulness of our joy with them, and, recognizing the good in it, they grasped our hands warmly and came into our camp gladly and willingly. It is all right. We need them and they need us. Our interests are identical.

Every dealer, whether he is a member of the Association or not, reaps the benefits of our work. If there are any non-members present this afternoon, I want to ask you, are you paying your share of the expense and contributing a little money, head work and good fellowship to our success, or are you picking up the rich nuggets that fall from our tables without being a factor in their making? Are you riding in the band wagon without helping to pay for power, lubrication and wind? If you are one of these, just grab a little enthusiasm from any of our fellows, separate yourself from just a few dollars that we have put into your pockets, and be a joyous partaker in the richness of our Association, instead of being a leech, prospering by the grace of a divine creator and the generosity of your fellow grain dealers.

J. Ralph Pickell, of Chicago, made an address on "Commercial Compromises." Mr. Pickell said that every business that endured was a compromise between success and failure; to live meant a compro-



PRESIDENT W. C. BROWN.

mise between life and death; all good government is founded upon compromises. In order and progress there must be mutual concessions and mutual compromises.

THE SCALE QUESTION.

H. A. Foss, chief weighmaster of the Chicago Board of Trade, made an address on "Scale Testing." He said:

The subject assigned me by your worthy Secretary is one which should be of especial interest at this time to the members of the Kansas Grain Dealers' Association, as I understand Mr. Smiley has recently inaugurated a scale inspection bureau for the benefit of your members, a step, let me add, that is to be commended.

With a view of stimulating interest in this new movement I shall recite my experiences and give you the benefit of my observations in the matter of scales. And I wish you would please understand that whatever criticism I may make in the course of my remarks is not with the intent to antagonize Kansas Grain Shippers, my sole object being to better conditions, and to make their business relations agreeable and more profitable.

I have frequently asked shippers if their scales had been recently tested and, in many cases, I received the reply that they tested their scales every morning by balancing them, and that they knew they were correct for that reason. Again, many shippers have told me that they knew their scales were correct because they had weighed a man on each corner of the scale platform with the same result at each weighing. Still other shippers have endeavored to prove the accuracy of their weighing machines by the use of a single 50-pound test weight. While the facts that the scale platform swings free of the outside scale frame, or that the scale beam oscillates freely in the trig-loop, have caused many shippers to rest content in the belief that their scales were giving justice to all concerned.

Before going any further, I want to say that the testing of a scale with one 50-pound test weight, or the weighing of a man on each corner of the scale, or the free swinging of the scale platform, or the

balancing of the beam, are of no value in proving the accuracy of a scale; and it is foolish to deceive ourselves—to tell ourselves—that our scales are accurate, and use them as being accurate, when we have not made a complete test necessary to establish their accuracy. In this connection, I want to emphasize the imperative need of having your scales tested at regular intervals by a proficient scale man, with sufficient test weights.

Concerning the care of scales at country points, I want to say that if terminal weighmasters were as neglectful of the weighing machines under their supervision as the average shipper is of the scale he uses in determining the weights of his grain, the terminal weighmasters would be in hot water all the time, and you shippers would be suffering from shortages to a greater extent than you do now. This fact is forcefully demonstrated by the results of the tests at the country stations made by the Weighing Department of the Chicago Board of Trade. During the years 1910 and 1911, we tested 223 scales at country shipping points, and we found 146 of them, or nearly 70 per cent, incorrect. Just think of it! Only 30 per cent of the scales tested by us at country shipping stations were found correct and in good working order. It is true that this percentage is probably higher than the percentage of incorrect scales everywhere, for the reason that many of our tests were made after discrepancies had been discovered; but even so, my knowledge of the conditions of scales throughout the grain producing territory justifies me in saying that the percentage of incorrect scales is extremely high.

Please bear in mind that the scale at the country shipping station, whether it be wagon, track, hopper, or automatic, requires the same attention as a scale at a terminal market. Moreover, a scale is a delicate piece of machinery; and if the operator does not take proper care of it, it will not give the accurate results so much desired; and let me remind you, that the proper testing of a scale is a part of its care. The idea some scale owners seem to have that a scale can be used year after year without testing or overhauling is a mistaken one, as many shippers have found out to their sorrow. Why, I have had shippers admit to me that their scales had not been tested for over ten years. In one case that recently came to my attention the operator told my inspector that the scale he had been using had been in service for seventeen years and that it had never been tested during that time; and, judging from the report made by my inspector, the scale must have looked the part.

In view of the fact of the need of frequent and complete tests which I have endeavored to make plain to you, the members of the Kansas Grain Dealers' Association should congratulate themselves that their strenuous and progressive secretary has caused to be placed within their reach an effective scale testing service. Mr. Smiley, I heartily commend you for the wise course you have pursued in this matter, and I feel justified in adding that the intelligent and progressive members of your association will co-operate with you in making this important service the success that its importance demands.

During my fourteen years' service with the Weighing Department of the Chicago Board of Trade, I have given the subject of scales especial attention; and I had not gone into the matter very deeply before I realized that the inaccurate weighing machine was one of the primary causes for discrepancies in weighing; and moreover, that the scale companies were, in a very large measure, responsible for much of this inaccuracy. As a result of this realization on my part, I addressed the Iowa Grain Dealers' Association, at their annual meeting, on May 17th, 1904, on the subject, "Some Facts Concerning Scales, Their Makers and Distributors." The Grain Dealers' National Association considered the facts presented in my address of sufficient importance to publish my paper and distribute it throughout the grain producing territory. In that address I called attention to the fact that weighing machines were being installed everywhere without being tested; that the testing of the average country scale consisted largely of placing a 50-pound test weight on the scale platform; and that these and the manufacture, sale and installation of cheap and loose-jointed scales by careless and incompetent men were the cause of much contention and ill-feeling and that scale dealers and elevator builders should advise against installing and locating scales where conditions do not assure permanent accuracy, that when installing a scale the purchaser should see that the scale bears the name of the manufacturer; that a large percentage of the men who build and adjust scales are incompetent; and that the many carpenters and millwrights who attempt this work are daily adding to the troubles of the grain men.

These facts were presented by me in 1904, and I am pleased to say that conditions, in all these respects, have improved materially since then. The grain dealers' associations everywhere are installing and supporting scale inspection bureaus and shippers generally are giving more thought, attention and care to the installation and maintenance of their weighing machines. The improvement at the terminal markets has been even more marked; and yet with all the improvement everywhere in evidence, there is still room for greater improvement.

During the past few years I have received hundreds of inquiries asking for information concerning various phases of the scale subject, and I have compiled from these inquiries a list of questions and my answers thereto which, I believe, will be of interest to you, and I shall conclude my remarks by reading this compilation of questions and answers:

Question: In purchasing a scale how can I tell whether a weighing machine is a reliable one?

Answer: Don't buy a scale that has nothing but its cheapness to recommend it; and moreover, buy your scale subject to a thorough test and inspection

by a competent scale inspector; and don't buy a scale unless you know who manufactured it.

Q.: Is wood suitable for the foundation of a wagon or track scale?

A.: No. Construct your foundation of concrete, stone or hard brick.

Q.: Will water in a scale pit do any damage to a scale?

A.: Yes. Moisture causes the scale and its bearings to rust out, thereby shortening very materially the life of the scale. A perfect drain in your scale pit is imperative to permanent accuracy. Whatever you do, do not make a cistern or cell-pool of your scale pit.

Q.: How should scale timbers be placed?

A.: Grout your scale timbers in good cement mortar. This applies to all timbers that lie either upon the foundation itself, or on the retaining walls.

Q.: Is it safe to splice main timbers of any scale?

A.: Splicing, no matter how well done, is not satisfactory. Full length timbers should be used.

Q.: Do you approve of locating the scale beam below the level of the scale?

A.: No; although sometimes conditions make it necessary to do so. In any case, permanent alignment is hard to maintain unless the elevator structure is of steel.

Q.: Is it necessary for a scale to be level?

A.: Most assuredly. Do NOT allow your scale to be set out of level, no matter what the reason for so doing may be.

Q.: Will the running of an engine over a railroad track scale harm the scale?

A.: Yes. This is a dangerous practice, which should not be allowed under any circumstances.

Q.: The paint has worn off of hanger weights. Will this make any difference in the weights determined by my scale, and would you advise me to re-paint them?

A.: Where the paint wears off of hanger weights it will effect the accuracy of the weights determined by the scale. Bear in mind that the variation of a grain on the hanger weights may amount to one thousand times more on the platform. Therefore, if your hanger weights are worn have them re-scaled, but do not re-paint them under any circumstances.

Q.: I have no test weights at my station. What would you advise me to do in order to assure myself that there is nothing radically wrong with my wagon scale?

A.: I would suggest that you weigh a short, heavily loaded wagon, first on one end of the scale and then on the other end, noting any variation there may be in the weighings. Be sure to have the entire wagon on the scale platform at each weighing. While this will not prove the accuracy of your scale, it will indicate any variations between the ends. Only test weights will positively determine whether or not your scale is weighing accurately. I would also advise that you examine your scale pit each day, to be sure that the levers, particularly the fifth lever, are free from binds, which may be caused by accumulations of dirt or refuse in the scale pit. I would further advise that you examine your scale platform each day, when there is a load on the scale, to be sure that there is plenty of clearance between the platform and the outside scale frame.

Q.: My scale is located in the lower part of a bin when it is not easily accessible. How shall I test it?

A.: Where the scale is located in the lower part of a bin, suspend test rigging from the scale by means of rods hooked into I-bolts, fastened underneath at the four corners of the inside scale frame. The rods should be made with large triangular shaped loops at the bottom. When the rods are in position, place planks through the triangular loops, then balance the scale, after which, place the test weights on the planks. I would advise against locating a scale in a bin, or other places, where it is inaccessible.

Q.: How often should I have my scale tested?

A.: At least once each year, and as many more times as conditions seem to require. We test our scales at least twice each year.

Q.: In your opinion, is the average country shipper competent to test his scale?

A.: No. Your scales should be tested at least once each year by a proficient scale man, with sufficient test weights, and under no circumstances should you allow any carpenter, millwright, or blacksmith to "monkey" with the nose-irons of your scale.

The following questions were asked of Mr. Foss after the reading of the paper and were answered by himself and Mr. Schmitz, scale expert of the Chicago Board of Trade Weighing Department:

Q.: Suppose that scales have pivots or bearings that are badly worn, do you think it practicable to have a scale expert re-set these pivots or bearings that are badly worn, do you think it practicable to have a scale expert re-set these pivots or bearings at the country shipping point?

A.: Not unless he has a very good shop to do the work in.

Q.: What must he have to do this?

A.: He must carry a set of gauges and ranges, and he would have to "rig" up a sealing horse to seal the levers. It is the general opinion that these pivots drive in and out like a key on a shaft. This is not the case. In the first place, the pivots, when set in the mould at the time the levers are cast, often "wash" and must be worked over to gauge and line; consequently when such a pivot wears out, the new pivot, when driven into the lever, will not be in gauge or line, unless again fitted as was the case with the original fitting up of the scale.

Q.: Cannot a scale with the pivots out of gauge and line be adjusted by the nose-irons, after new pivots are put in place?

A.: No. The scale cannot be adjusted at the nose-irons, if the pivots are set out of gauge and out of line, as a shifting of the bearings would make the

scale change, depending upon the way the scale shifted.

Q.: In your experience, do you find many of the scales in "balloon houses," when one side of the house is full, no longer weigh correctly?

A.: Yes; but often such a scale is not correct when the house is empty, due to the fact that it is out of level even then. A scale to be accurate must be maintained in a permanent level.

Q.: What about the scale that rests on the cribbing? Would you recommend the installation of a scale built on a separate foundation?

A.: Absolutely. It will pay you to "post" your house from the foundation up and set the scale beam on the same frame with the scale proper.

Q.: Do you find any new scales out of order?

A.: Yes. We found some frames "built" too long, other too short, and some too narrow for the scale. In some cases, we found the scale frame three-fourths of an inch out of square, causing one of the levers to pull and the other to push.

Q.: With the experience you have had in testing scales, do you object to a 22-foot platform scale?

A.: The shorter scale is kept in better shape and at less expense. The 22-foot scale is often kept in use longer than it should be, on account of the larger cost in rebuilding.

Q.: Is that the only objection to a 22-foot scale?

A.: Yes.

Q.: Is the dump scale a good proposition?

A.: There are some good and some poor dump scales in use. The points in their favor are that they are under cover and in the dry. On the other hand, where they are roughly used, the dump timbers often cause trouble by being allowed to drop too heavily. Then, too, the dump hopper is often found



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striking or binding on some part of the scale or platform.

Q.: Why are dimension timbers better than made up or spliced timbers?

A.: Made-up timbers have greater strength but are more elastic and have not sufficient rigidity.

Q.: Is there any difference between the scale with a steel or a wood frame—which do you prefer?

A.: Steel is more correctly cut than the average wood frame. When you purchase a steel frame you eliminate much of the chance of getting your frame too small, or too large, for the scale. Where your scale hangs on the upper frame, there is no danger of the levers moving out of level, due to the pulling in of the bolts, when steel is used in the frame-work.

Q.: What about the inner steel frames with the bolts hanging in the cement coping?

A.: If properly installed, this will make an ideal frame and one that will remain in perfect alignment.

Q.: Did you ever test an automatic scale that you would be satisfied to take weights over?

A.: We do not use automatic scales for weighing grain at Chicago.

Q.: What seems to be wrong with automatic scales?

A.: All automatic scales are set with an allowance for falling grain. In many cases where we have been called upon to test automatic scales, we have found the compensating weight improperly adjusted.

Q.: Can claims be placed against a railroad company on the verification of an automatic scale?

A.: I think so, if the shipper can show that his weights are generally reliable.

Q.: Is there any way by which we can prove to our customers that our scale has been legally tested and examined? Do you furnish a certificate of inspection?

A.: We issue scale test reports and a copy is sent to the man who owns the scale. We also place a gummed ticket upon the scale, showing the date of inspection.

OFFICE INSPECTION.

An address on "Advantages of Office Inspection

Over Track Inspection" was made by F. W. Eva, chief grain inspector of Minnesota, St. Paul, Minn. The paper, owing to our crowded columns, is temporarily laid one side for future publication. At the conclusion of the reading, however, many questions were put to Mr. Eva, who answered them as follows:

Q.: Do you find that the cost of office inspection is any greater than the cost of track inspection?

A.: It is not.

Q.: Is there as much re-inspection called for in office inspection?

A.: There is more.

Q.: Do you consider the cost of inspecting a car containing 100,000 pounds is greater than when it contains only 60,000 pounds?

A.: Not a bit.

Q.: Does your department make any charge whatever for making re-inspection if your department has made an error in inspection?

A.: If it is our error, we are glad to rectify it without charge.

Q.: What size sample do you take from cars in order to determine the quality of the grain?

A.: Three and one-half pounds.

Q.: How many tests do you make on a car or sample?

A.: Not less than five.

Q.: You do not make any inspections in your department by making tests in the car door?

A.: No; it is all brought into the office.

Q.: What charge do you make in Minnesota for inspections?

A.: The maximum charge is 35 cents, and sometimes the charge is as low as 15 cents.

Q.: Under the Minnesota statute, if the shipper does not care to have his car inspected, is he compelled to?

A.: No.

Q.: What were the car receipts at Minnesota last year, or about what was the approximate number of cars inspected?

A.: Approximately 170,000.

Q.: Do you have a dockage system in your market, or do you think it practical to adopt and maintain a dockage system with track inspection?

A.: It is not as convenient. The lack of light is hard on an inspector.

Q.: Do you at any time attempt to reduce the grade of the grain on account of foreign matter contained in it?

A.: We always place grade with dockage.

Q.: Do you dock or weigh winter wheat?

A.: No; because it is generally free from foreign matter.

Q.: What are so-called "king heads"?

A.: Weed shaped like a crown.

Q.: What, if any, disposition is made of the cracked wheat?

A.: After the car was cleaned of all other wheat, if it had only the cracked wheat we would not dock it.

Q.: What is done if there is grass seed in a car?

A.: If there is any grass seed, it has to be docked because the two cannot be separated.

Q.: What objection is there to making flour from the cracked wheat?

A.: We cannot run it through the mill and make flour of it.

Q.: How can cracked grains of wheat be prevented when going through the thresher?

A.: Take out two rows of concaves.

Q.: What is done with the cracked grains at the mill?

A.: The cracked grains of wheat go into screenings and are rescreened and made into "shorts."

Q.: What disposition is made of the seed found in wheat in Minnesota?

A.: It is sold by the carload for feed.

Q.: Is not quite a large proportion shipped to Chicago and made into fancy stock food put up in pasteboard cartons?

A.: Yes.

On motion by Mr. McCullough of Wichita the thanks of the Association were extended to the speakers at the afternoon session.

President Brown appointed the following committees before adjournment:

Resolutions—H. Work, chairman; A. H. Bennett, T. W. Gaunt, H. L. Strong, T. A. Derby.

Auditing—S. J. Thompson, E. P. Hubbard.

WEDNESDAY MORNING SESSION.

The Wednesday morning session was called to order at 10 a. m. and President Brown introduced Prof. J. H. Miller of Manhattan, who addressed the meeting on the subject, "The Proper Relations of Farmers and Grain Dealers." He said he was glad to talk to the Association because he wanted the co-operation of the grain dealers in the work of the college at Manhattan. He said the average yield per acre for 1910 was 11 bushels of wheat. The records showed a falling off in wheat production in nearly all counties of the state. The grain dealer should be a student of grain and there should be consultations with farmers about proper seed and soil conditions in early spring, rather than in wrangles over the wagon in August. Unless farmers raise more live stock in Kansas they cannot grow more bushels of grain. He extended an invitation to meet some time at the agricultural college.

H. L. Strong read a paper on "Arbitration." At the conclusion of the reading Mr. Strong moved that the President appoint a committee of three to award the prizes mentioned in the paper, to-wit:

one prize of \$25 and one of \$5, to the dealers who within 400 words will give the best (and second best) reasons for arbitrating disputes rather than resorting to the law courts; and one prize of \$15 and one of \$5 for the best (and second best) suggestion for improving the present system of selecting members of the arbitration boards and for safeguarding the interests of litigants without resorting to legal technicalities.

The motion carried and President Brown appointed on this committee: E. C. Waldo of Ellis, T. C. Rogers of Beloit, and J. E. Andrews of Corden.

MAKING MONEY IN THE GRAIN BUSINESS.

A paper prepared by E. Bossemeyer, Jr., of Superior, Neb., on the subject, "Reasons Why Some Country Grain Dealers Do Not Make Money," was read in his absence by Secretary Smiley. The paper in part was as follows:

To the mind of the average man, making money in business is equivalent to being successful in business, and generally speaking this is true. To say that you are successful in business is to say that you have served the public well, and have demanded and received pay in proportion to the service performed.

We sympathize with the man who has hard luck, who tells us of the misfortunes that have attended his various business ventures, but if we analyze the story of his failure we can generally trace the cause of his bad luck or failure, to his neglect to observe the true basic principles that must be at the bottom of every successful business undertaking. Better wages and promotion or business success are sure to follow the man who truly loves his work and is on the square. The world is waiting for the man who can do its work a little better than it has been done before and the world always pays its debts—sometimes a little tardily but generally with interest when the payment is deferred.

The country grain dealer serves his fellow men by maintaining a line of communication between the producer and the consumer—between the man who has more grain than he needs and the man who needs more than he has. With proper equipment and capital he furnishes a ready market for the farmer's grain, receiving and handling it expeditiously no matter what the quality, quantity or time of delivery. The farmer is relieved of the trouble of watching the ever-changing freight rates and rules, of ordering and waiting for cars, of filing claims for overcharges and losses in transit, or of waiting for returns on shipments of grain. All he needs to do is to deliver his grain and get his money.

The up-to-date country grain dealer does not consign all his grain to the nearest terminal market. He keeps in touch with crop and trade conditions, and when possible ships his grain direct to the point of consumption, being prepared to supply the consumer or the retail dealer with the kind and quality of product desired; or seeks out that particular consumer who needs the kind of product he has to offer, sells his grain direct, eliminating as far as possible the unnecessary expense of shipping grain to a terminal market only to see it re-shipped to a near neighbor in his own territory. He is careful to establish a reputation for square dealing; for filling his contracts and meeting his obligations promptly; he is a member of the grain dealers' association of his state and of the National Association, and is willing always to submit honest differences that arise between him and his brother dealer to the arbitration board of the associations; makes few enemies and many friends; and, in short, is admitted to be a good citizen in the community in which he resides. He is fully impressed with the value of the service he is performing for his fellowmen, always ready to improve the service. Living up to the high ideals of business honesty, he demands no less of his business associates than he gives and gives no less than he demands; trying always not only to keep up with but to be just a little ahead of the procession, success comes his way as surely as water runs down hill; and who shall dare say that he is not entitled to make money and to succeed?

But I hear one of my friends from Kansas saying, "Guess he never had any competition. Don't think he'd make much money if he had a farmers' elevator to buck at home; a competitor on the south who can't see the difference between 'No Grade' and 'No. 2 Hard,' and a mill and a line house on the north that are always in a scrap. It may be easy where he lives, but I'd like to see him make money in this part of Kansas."

My friend, don't think you are the only one who has troubles; don't pray to the good Lord to remove them, but pray for more strength to meet those that beset you today, and the greater ones that are coming tomorrow. "Harmonize your surroundings"—that is a part of the work a successful grain dealer must do. Farmers' elevator companies, mills that overbid the market, dishonest or ignorant competitors, arrogant line house companies,—we all have them to contend with, and they are made up of just such men as you and I, and for you to admit that you cannot cope with them is to admit defeat. No man is ever defeated until he is willing to admit it and when we are ready to admit defeat we are ready for the undertaker. The farmer will tell you that farmers' elevator companies are organized to secure to the farmer a square deal. If this is true at your town, you need no sympathy or advice; if it is not true, keep right on doing good work—"If you can't lick 'em, jine 'em." Competitors who under-value their services to the world or are ignorant of grades—cultivate their acquaintance; ask them to join the Grain Dealers' Association, meet them often; see what wise counsel and advice or friendly co-operation can accomplish. Get acquainted with the miller; let him know that you are on the square. Tell him the story of the bantam rooster that strayed into the barn one day among the horses and

after looking around at their big legs and hoofs, said: "Let's not step on each other." Make him see that stepping on you won't help him particularly and might be very detrimental to you. Millers are proverbially a jolly lot and not half bad to meet—get acquainted. Line house men have the reputation of wanting to make money; and it's a safe conclusion that if they can pay more than you can, they are selling for better prices, in which case look to your own selling. Or if you are convinced they are "after your scalp," go see 'em—get acquainted! If they find you are willing to buy the grain in your legitimate territory at a reasonable price, you will find them willing to do the same at their stations.

The successful man is careful not to overcharge for his services to the world.

The session was then adjourned for lunch.

WEDNESDAY AFTERNOON SESSION.

President Brown called the meeting to order at 2 p. m. and Mr. Strong spoke of calling an extra session at a future date at Manhattan, Kan., in response to the invitation of Prof. Miller in the morning. No action was taken, however.

SECRETARY'S REPORT.

Secretary E. J. Smiley then read his annual report, in part as follows:

A review of the records of our Association for the past fifteen years would convince the most skeptical grain dealer of the importance of organization and that our organization has taken the lead in much



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needed reforms. We believe that we are justified in making needed reforms. We believe that we are justified in making the statement that no other organization of like character has due as much for the benefit of the grain trade. We will not attempt to enumerate the many reforms brought about by this organization as we believe that you are familiar with the work accomplished.

[The Secretary then reviewed the history of the legal proceedings to annul the weighing and inspection law made by the late legislature, which has proceeded so far that the master has held that grain going in and out of elevators not public houses need not be inspected by the state; therefore, the Secretary recommends shippers to see the files should note on B/L "Inspection not desired, sell by sample."]

[The scale examination service has been conducted at a small net loss to the Association.] In order to make this department self-supporting, we must have the support of all of the independent elevator operators and owners in the state. Most of the concerns operating a number of houses own their own test weights and have mechanics in their employ who examine their scales and make the necessary repairs and adjustments. Several of the carriers are demanding that all hopper, track and automatic scales be examined at least once a year by a competent scale expert before claims for alleged loss in transit will be entertained. As the carriers are indirectly interested in the accuracy of weights, we have suggested that they furnish these test weights and carry same as heir property on their baggage cars and we furnish the scale man. They have promised to give this matter consideration at an early date. Is it your desire that we continue this service? Are you willing to give your financial and moral support towards maintaining this scale department? You are the ones to determine if you wish the service continued.

Dockage.—At the last meeting of the Grain Grading Commission of Kansas held in Topeka last July, a few millers from the south-central part of the state in attendance at the meeting asked the Commission to adopt the following rules:

"Wheat containing as much as one-half of one per cent of foreign matter and good enough in all other respects to carry the No. 2 grade should be so graded, but should a greater per cent than the above given, the wheat should be graded No. 3."

"Wheat containing three-quarters of one per cent of weed seed and other objectionable matter and otherwise good enough for No. 3, should be so graded, but if a greater per cent is found, then the car should be graded No. 4."

"Wheat containing one per cent and over of foreign matter should be graded No. 4 or sample according to the amount it carries."

The Commission refused to even consider this proposition, realizing if they did that Kansas would not market No. 2 wheat and very little No. 3. The spokesman in attendance for the millers fathered the iniquitous grain bill in the state senate and devoted a good deal of his time in having a bill passed that would increase the cost of inspection and weighing and incidentally increase the salary of the chief grain inspector and his chief clerk. The refusal of the Commission to adopt these rules did not, however, prevent the chief grain inspector from directing all deputy inspectors in the state, where they found wheat containing to exceed one-half of one per cent of foreign matter, to grade such wheat No. 3, and to grade wheat containing to exceed three-quarters of one per cent No. 4 and wheat containing one per cent and over of foreign matter No. 4 or sample. While he issued these instructions to his deputies, he failed to furnish them with the necessary paraphernalia to determine the amount of foreign matter contained in the wheat inspected, and as far as we know, none of his deputies have attempted to carry out his instructions. In our opinion, the adoption of a dockage system at this time would be far reaching in its effect and it would appear to the writer that the matter should be fully discussed at this meeting so that all in attendance may have an opportunity to form an opinion as to the merits of the proposition.

Crop Reports.—We have made the usual number of reports showing conditions of the growing crop in the spring and early summer and the final yields. We now have over 600 correspondents in the state, elevator and mill owners and operators and farmers, and we believe the information secured from these correspondents is most reliable and can be depended upon. I wish to urge upon those in attendance the importance of promptly furnishing information when desired by filling out the blanks furnished them and returning same promptly to our office.

Collection of Claims.—During the past year fewer claims for loss in transit have reached our office than the years preceding. That losses in transit are being gradually eliminated there is no doubt. Better equipment is being furnished by the carriers and greater care is being taken by the operating departments of the different lines to prevent losses by furnishing better material for cooping and insisting that shippers use burlap furnished by the companies. The heads of the claim departments of the different lines, with one exception, have shown a disposition during the past year to recognize all claims for loss in transit having merit and in most instances have paid claims promptly. In order to facilitate prompt payment of claims shippers, when filing papers in support of claims, should give the number of drafts when loading through hopper scales and the weight of each, and where an automatic scale is used to show the commencing and closing numbers. Payment on a number of claims filed through our office have been delayed until we could secure such information from the shipper.

Arbitration.—The Arbitration Rules adopted by this Association provide for compulsory arbitration between members of the Association and between members and non-members, where the non-member consents. During the past year several members of our Association have attempted to construe this rule of our Arbitration Rules differently from what we think the revision committee intended. It is our understanding of the rules that when arbitration is demanded by a member of this Association, the other party, if a member, must consent thereto, and the arbitration committee shall decide whether the plaintiff has cause for action and not the Secretary. Our arbitration rules were adopted by the members of our Association; and I consider it the duty of the officers of this Association to see that they are enforced. I would, therefore, recommend that the following words in rule No. 4 be stricken out, "and he considers it a proper case to refer to the Committee on Arbitration," and make the same read, "when the Secretary receives a statement in writing of such grievance, he shall within ten days notify the opposite party," etc. I consider compulsory arbitration one of the strongest features of our Association, and can conceive of no reason why any individual or concern should refuse to submit a difference to the arbitration committee for adjustment, especially when either party to the controversy has the right of appeal to the Tri-State Appeals Committee. This method of procedure is much less expensive than litigation through the courts, and as these arbitration boards are composed of practical grain men, they are more competent to decide a case than a jury of six or twelve men, who are not familiar with the customs of the grain trade.

Distribution of Seed Wheat.—It is an admitted fact, owing to soil and climatic conditions, that wheat of the hard varieties grown in central or western Kansas or Nebraska is far superior in quality to that grown in the eastern third of these states. Numerous experiments have demonstrated that wheat grown west of the sixth principal meridian, brought to the eastern third of this state, produces larger yields and is much better quality than can be secured from wheat produced in the eastern part of the state. While many grain dealers have encouraged the bringing in of new seed and have exchanged this western grown wheat for the home grown yellow variety, we find that many farmers prefer to sow wheat of their own raising rather than go to the trouble of making the exchange. What can be done by the grain dealers to further encourage the use of this western wheat for seed? [The Secretary urged dealers to take this matter up with

their farmer neighbors. He also urged them to see that all seed corn should be tested this spring before planting.]

Pure Food Interpretation.—[Referring to the conference of January 31 at Washington relative to the interpretation of the pure food act and subsequent conference of the trade upon that matter, Mr. Smiley said:]

We should be represented at the St. Louis meeting of February 23, and we believe action should be taken by our members at this time and a set of resolutions adopted fitting the occasion and a copy of same sent to our representatives in Congress and to the chairman of the St. Louis meeting.

In the meantime, country grain dealers should be very careful about making interstate shipments of corn that are liable to become heated in transit, as such shipments are liable to confiscation by the Government and the shipper liable to a fine.

In conclusion, I wish to thank the members of our Association for their loyal support during the past year, and assure you that if you will continue your support to the Association in the future as you have in the past, you will be rewarded by continued improvements in the methods of merchandising grain. To grain dealers, who are not members of this Association and who are not contributing to its support, do you not feel that you are deriving direct benefit from and through the work of the Association and are under moral obligation to give the Association your moral and financial support. Join with us; we want you, realizing that in union there is strength.

[The financial statement showed an income of \$5,444.91, of which \$4,205.70 net was from dues, and disbursements of \$5,199.70.]

The Secretary's report was referred to the committee on resolutions.

On the question of dockage, M. B. McNair said he received about 70 cents for his screenings at the Kansas City market. This was probably shipped out later as choice milling wheat. He thought the farmer should stand the dockage, as there was too much breaking of the wheat at the threshing machines. Wheat can be properly docked only in an office equipped with proper appliances.

Prof. L. A. Fritz of Manhattan said that if the dockage system were adopted in Kansas and not in Missouri, it would be a question whether wheat shipped to Missouri would command as good a price as in Kansas. In Missouri it would probably get into a lower grade, say No. 3, because of foreign matter contained in it, while in Kansas it would grade No. 2 with dockage. The price obtained in Kansas might be the higher one.

B. F. Blaker of Pleasanton said no one should expect to get the same price for screening as for wheat. The proper thing is to buy a cleaning machine and take out all foreign matter before shipping the grain to market.

N. W. Cardwell of Topeka told of shipping a car of corn to a miller who docked it 1,000 pounds for broken grains, and foreign matter. He insisted on having back the screenings, which he sold for 65 cents a bushel.

L. A. Fitz said that as this would be the last meeting of the Kansas Grain Dealers' Association before the assembling of the state legislature, when some new bills would probably come up as to changes in the state inspection system, the dealers should interest themselves in the matter. The tenure of office of inspectors should be increased and every man should pass a civil service examination for his job. A good state inspection under civil service would help solve many of the problems of the trade. He said that now is the time to get things started for the best inspection system in the country.

D. R. Gordon, chief grain inspector of Kansas, was called upon. He said that, to start with the job of grain inspector was about as hard and thankless a job as a man could have. It is hard to satisfy two diverse interests. When a dealer has wheat that he is certain should grade No. 2, he is dissatisfied if it doesn't grade so. Under the present law office inspection is impossible.

Mr. Gordon said he was trying to carry out the law as he found it and asked the dealers to write to him on all questions of unsatisfactory inspection.

Secretary Smiley expressed himself as pleased with Mr. Gordon's talk and thought both sides should get together before the next meeting of the state legislature and work out some of Mr. Fitz's suggestions.

The meeting then adjourned until the following morning.

THURSDAY MORNING SESSION.

The Thursday morning session opened with an address by E. P. Hubbard of Juniata, Neb., on the subject, "The Relations of the Country Grain Dealers to Each Other and to Their Customers." A great many men seem to think that the interests of the old-time line house manager and those of the manager of the farmers' elevator are diametrically opposed to each other. I think they are identical. When our grain is in the elevator we are all anxious to get all we can for it. I don't think there is a trade where the manager of the business has to have more confidence in his com-

petitor or customers than the grain business. We ought to be square with our customers and with our competitors. The men with whom we do business at the other end of the line, the receivers, are also our customers. Sometimes we think we are not fairly treated, but if we stop to think, we know that they know it will not pay to do business on any basis except "on the square."

C. W. Lonsdale of Kansas City said: Your officers asked me to state to you briefly the action of Dr. Wiley in regard to confiscation of grain in interstate business. This has become a vital issue. Dr. Wiley is a big man in every sense of the word. He is extremely popular with the rank and file of the people of the United States today. I think he has done a good work, but that he has overstepped the limit in his interpretation of the law in this last respect. When our committee met him, Dr. Wiley's remarks could be divided into three classes: Wheat, corn, oats. Every shipper of wheat in interstate commerce must bill that wheat for just what it is: No. 1 hard must be No. 1 hard, etc. There are men in this room who have to buy of the farmer wheat that is mixed, No. 2 hard and No. 2 red. Dr. Wiley says the country shipper also is responsible. As to corn, Dr. Wiley takes the position that if I ship a car of corn that should grade No. 3 and it arrives hot and out of condition, it will be confiscated and used only for distillery purposes and not for animal foods. I asked him if he knew that one-third of the crops of Iowa could not carry to tidewater in its normal state. Dr. Wiley said that Iowa must then use this corn itself, which would be impossible. On the question of sulphured oats, a large per cent of these are used in the East. He claims that it is contrary to the law to ship them. Yet the trade demands these sulphured oats. A large feed dealer in Philadelphia told me that over 80 per cent of the oats he sold were sulphured oats. I want to impress upon you the necessity of carefully conducting your business or otherwise the grain is subject to confiscation. If you ship oats as oats and they contain a mixture of barley, they are subject to confiscation. We will have to conduct our business on a more strict and careful basis than ever before.

W. A. McGowan, commercial agent of the Nickel Plate Railroad, Kansas City, made an address, "A Trip to Panama," after which the session was adjourned for luncheon.

THURSDAY AFTERNOON SESSION.

President Brown made the report of the committee appointed at the first session, as follows:

We, your committee, appointed by President Brown, beg leave to present the names of F. A. Derby of Sabetta, Kan.; T. W. Gaunt of Alton, and Senator B. F. Blaking, Pleasanton, as the award committee on proposition made by H. L. Strong in the paper read in open meeting on February 21.

E. P. Hubbard made the report of the auditing committee, finding the financial statement of the Secretary correct. The report was adopted.

RESOLUTIONS.

H. Work of Ellsworth read the report of the committee on resolutions. The report as adopted was as follows:

ARBITRATION RULES.

Whereas, Rule 8 of our Arbitration Rules does not seem to be perfectly clear upon the point and leaves thereby more or less room for controversy; therefore, be it

Resolved, That the first part of this Rule shall be made to read as follows: "If either party to a case submitted for arbitration desires to present the matter to the committee in person or by attorney, he may do so by paying whatever amount, in addition to the amount provided in Section 4 to be paid, shall be necessary to cover the additional expense of the committee, if any, of such personal hearing, and that the party making such request shall pay such additional expenses out of his own pocket, regardless of the award, unless it is mutually agreed between the parties in controversy that such additional expenses shall be divided between them."

Whereas, Rule 4 of our Arbitration Rules leaves a matter of great importance to the discretion of our secretary, which the present incumbent prefers not to assume; therefore, be it

Resolved, That the first part of said Rule shall be made to read as follows: "When the Secretary receives a statement in writing of such grievance, he shall within 10 days notify the opposite party, etc," and that the words, "and he considers it a proper case to refer to the Committee on Arbitration" be stricken therefrom, so that it shall not remain discretionary with him, but that such action shall be obligatory upon him in his official duties.

PURE FOOD ACT.

Resolved, That in consideration of the interpretation of the Pure Food and Drugs Act by Dr. H. W. Wiley of the Bureau of Chemistry of the United States Department of Agriculture, which under certain stipulated conditions renders the shipment of grain in interstate commerce extremely hazardous, according to the rulings of the Department, as outlined in the Report of the Secretary, this convention delegate E. J. Smiley and (if he will) Prof. Fitz of the Kansas State Agricultural College to attend the convention or conference of producers, consumers and grain handlers to be held in St. Louis,

Missouri, on Friday, February 23, 1912, under the auspices of the Grain Dealers' National Association; and that the expenses of such trip be borne by this Association.

IN MEMORIAM.

Whereas, In the Providence of God, our friend and brother, R. E. Cox, has been removed to "that bourne from which no man returns"; and

Whereas, At this our first annual meeting thereafter we miss his pleasant smile, kindly voice and hearty hand-shake, as well as his untiring efforts for the good of this Association; therefore, be it

Resolved, That we, his friends and associates, do hereby, express our deep-felt sorrow at his early decease and extend our sincere sympathy to the bereaved relatives, to whom our Secretary is instructed to send a copy of this resolution.

VOTE OF THANKS.

Resolved, That this convention extend its vote of thanks to Mr. H. A. Foss, Chief Weighmaster, Chicago; F. W. Eva, Chief Grain Inspector of Minnesota; Professors Fitz and Miller of the Kansas State Agricultural College of Manhattan; Ralph Pickell of the Hay & Grain Reporter; W. C. Goffe of the Kansas City Board of Trade; W. A. McGowan and Mr. Schmitz, for their able and instructive addresses, and that the many valuable suggestions by them offered, be followed and carried out so far as practicable.

GRAIN INSPECTION RULES.

Whereas, The present grain inspection laws and rules in our state are very unsatisfactory to producer, grain dealer and miller alike; therefore, be it

Resolved, That the Kansas City Board of Trade, the Southern Kansas Millers' Club, and the members of the Kansas Agricultural College each be requested to appoint a committee of three to work with a like committee from this association, in a united effort to thrash out a set of inspection rules that will be mutually equitable and fair to all parties; and that our President at this meeting appoint such committee of three from this Association to begin such work; that the actual expenses of such committee be paid by this Association so that their work may be thorough and extensive; and, further, if such Kansas committee finds it necessary that present laws be amended or new laws be made to accomplish this result, it be taken up by them jointly and earnestly at the next meeting of our state legislature.

ATTENDANCE AT MEETINGS.

Whereas, It is the custom of our Association to have an annual business meeting for the transaction of important business and the regular election of officers for the ensuing year; therefore, be it

Resolved, That at all such future meetings no member of this Association accept any invitation for business or pleasure or outside entertainment which will in any wise interfere with his presence at each session; that each evening and the last afternoon be set apart for pleasure and entertainment; and that the President, the Secretary, and all members be in attendance at each session strictly at the appointed time; and, further, that a copy of this resolution be sent to the Secretary of the Kansas City Board of Trade.

CROP INCREASE MOVEMENT.

Whereas, All grain dealers are vitally interested in bringing about an increased yield of wheat and corn at their respective stations in Kansas; therefore, be it

Resolved, That we endeavor to follow out the suggestions of Prof. J. H. Miller of the Kansas State Agricultural College in his address to us; that we get behind a state-wide movement for an increased yield per acre, lending our financial as well as moral support to that end; also

That the individual dealers at the different stations offer substantial prizes of some sort to the farmers and farmer boys who will produce the highest yield at the lowest relative expense, upon such small tract as each such dealer may determine; also

That a copy of this resolution be sent to Prof. Miller as an evidence of our appreciation of his efforts and to show him that the live, active, energetic grain dealers of the great state of Kansas are with him heart and soul in his work.

NATIONAL ASSOCIATION.

Whereas, The sentiment of co-operation expressed in the excellent address of President Brown applies in a larger measure to the Kansas Grain Dealers' Association in its relations to kindred organizations; and

Whereas, The Grain Dealers' National Association is consistently working for the best interests of the entire grain trade in noteworthy efforts to promulgate and establish the principle of uniform rules in grain grading and trading, in protecting the grain trade from inimical legislation, and has been the means of elevating the grain business until it has become one of the most potent forces in commerce; and

Whereas, This Association has not deemed it advisable to affiliate with the National Association as an organization, owing to the tax which such affiliation would be upon the finances of this Association; and

Whereas, The Grain Dealers' National Association has proffered a special proposition to our Association, inviting each individual member of this Association to affiliate with the National Association through this Association at a cost of but one dollar per member which entitles each member to all the benefits of the National Association; therefore, be it

Resolved, That the Kansas Grain Dealers' Association, in convention assembled, accept and endorse this proposition; and the Secretary is hereby directed to communicate with the members of this Association, explaining the one-dollar membership proposition, with the recommendation that so far as possible all of our Association members join the Na-

tional, such affiliation entitling them to all the privileges of that Association.

THANKS TO KANSAS CITY.

Whereas, The members and friends of this Association have been royally entertained by the Kansas City Board of Trade during our stay in Kansas City at this Annual Meeting; therefore, be it

Resolved, That a vote of thanks and appreciation of the entire Kansas Grain Dealers' Association be and is hereby extended to the members of the Kansas City Board of Trade, and that a record of the same be spread upon the minutes of this meeting, and a copy of this resolution be handed to the Secretary of the Kansas City Board of Trade.

SCALE EXAMINATIONS.

Whereas, It has been apparent from the number of scales found out of condition by the scale experts employed by the Association during the past year that this is an important feature with the country elevator man; therefore, be it

Resolved, That the Secretary be instructed to take up at once with the members of this Association and other dealers throughout the State, by correspondence, the importance of this work, with a view of obtaining their moral and financial support in maintaining this Department.

DOCKAGE DISCUSSED.

J. Jacobson moved that it be the sense of the meeting that the Kansas Grain Dealers' Association is opposed to any system of dockage.

Mr. Strong thought that all of the members had not given the subject consideration and that action should not be taken too soon.

Mr. Hubbard moved as an amendment that "we oppose any dockage system until we have office inspection."

The amendment was lost and the original motion was then carried.

OFFICERS ELECTED.

The election of officers then followed, resulting in the election of W. C. Brown, president; A. H. Bennett, Topeka, vice president; E. J. Smiley, secretary; board of directors, S. J. Thompson, Holton, first district; F. L. Gaunt, Alton, second district; O. C. O'Connor, Hartford, third district; E. M. Kelley, Wichita, fourth district; E. Bossemeyer, Superior, Neb., and E. P. Hubbard, Juniata, Neb.

After short addresses by the newly elected officers the meeting adjourned sine die.

KANSAS BREEZES.

W. S. Washer represented the Atchison market.

Mr. McFarlin and Mr. Patton were present from Des Moines, Iowa.

From Colorado there were G. W. Bandt, Burlington, and O. L. Mitten, Wray.

G. W. Warner showed the Universal Grain Sprout Holder in Room 122 of the Coates House.

A key ring in a leather case was presented to each dealer by the Hinds & Lint Grain Co. of Kansas City.

Among the builders seen at the convention were R. M. Van Ness of Fairbury, Neb., and O. J. Leharack, of Kansas City, Mo.

A white satin badge with the member's name and address thereon, was distributed with the compliments of the Bennett Commission Co., Topeka, Kansas.

Texas was represented by G. J. Gibbs, secretary of the Texas Grain Dealers' Association; G. B. Smith, Sherman; G. G. Kemp, Sherman; E. G. Roll, Ft. Worth.

From Oklahoma: C. F. Prouty and D. R. Kolp, Oklahoma City; W. M. Handels, Enid; J. S. Hutchins, Ponca City; C. J. Stuart, Adair; L. D. Gaunt, Cushing; L. O. Street, Woodward; J. W. McSpoden, Tallequah; G. L. Thompson, Capron.

The two southwestern markets, Topeka and Wichita, sent good delegations each. From the former there were A. H. Bennett, E. M. Jolly, J. B. Duffy, C. W. Hoyt, M. W. Cardwell and J. H. Dougan. From Wichita there were Edward Keely, Clark Burg, E. A. Beyer, H. F. Probst, P. J. Mullin, C. A. Wallingford, E. M. Elkin, J. A. Woodside, T. Geoffroy, W. F. McCullough, F. C. Dy-mock.

Machinery interests were represented by A. T. Murphy of Kansas City; S. J. McTiernan, F. A. Wegener and J. B. Ruthrauff, representing the Huntley Mfg. Co., Silver Creek, N. Y.; F. E. Dorsey, representing the S. Howes Co., Silver Creek, N. Y.; F. J. Murphy, representing the Invincible Grain Cleaner Co., Silver Creek, N. Y.; Ben P. Orway, representing the Richmond Mfg. Co., Lockport, N. Y.; L. W. Witt, with Great Western Mfg. Co. Leavenworth, Kan.; G. W. Warner, Topeka, Kansas.

The members of the Kansas Board of Trade provided numerous entertainments during the three days' meeting, with the usual banquet given on Wednesday evening. Following the dinner the dealers and other guests were entertained by no less a novelty than a one-act playlet, the principal parts of which were taken by members of the Kansas City Board of Trade. The play was called, "A Load of Wheat; or Grain Trade Harmony,"

and represented the trials of O. J. Dockem, manager of the Dinkeyville Grain Co., Dinkeyville, in his endeavors to carry on a lucrative grain business. Actors Chas. T. Neal, E. O. Moffatt, Allen Logan, Wm. Murphy and others kept the audience intensely amused and interested, and the play was pronounced a great success. The play was followed by a short sketch entitled, "Pit Frolics; or a Dull Day on 'Change.'" During the action there was a Swede story given by Wm. Murphy, buck and wing dancing by Tom and Bob Smith, and singing by the Board of Trade quintette, composed of G. A. Moore, Harold Spencer, W. G. Dilts, G. W. Hinsen, Paul Mathews.

DEALERS PRESENT.

The dealers from Nebraska included: E. P. Hubbard, Juniata; A. J. McLain, Sprague; C. A. Starbuck, Hebron; F. E. Hail, Diller; L. A. King, Odell; L. W. Frost, Omaha; C. J. Aller, Crete; E. J. Bohl-ling, Sedan; C. F. Ernst, Johnston; J. A. Harvey, Liberty; A. G. Burruss, Belvidere; T. M. Buckridge, Brock; H. W. Ellermeier, Plymouth; W. Townsend, Barnston; E. Twidale, Hastings; S. E. Pecht, Franklin; J. B. Luver, Adams; H. W. Town, Belvidere; A. Maust, Fall City; L. B. Koenig, Harbine; O. Moritz, and E. H. Ground, Prosser; N. F. Lilledoll, Nora.

The attendance of Kansas Grain dealers: J. E. Andrews, Carden; F. L. Albertson, Zenith; B. F. Blaker, Pleasanton; F. H. Barrett, Winfield; F. D. Bonebrake, Osage City; Geo. Bowman, Logan; R. A. Braik, Erie; J. W. Berry, Scandia; C. F. Blauer, Specd; P. N. Blauer, Irving; J. M.

[For the Indiana Grain Dealers.]

PROPER EXECUTION AND ENDORSEMENT OF BILLS OF LADING.

BY L. W. FORBELL.

The matter of the proper execution and endorsement of bills of lading is uppermost in the minds of a large number of our grain dealers in the West as well as in the East; but perhaps many of you in the West have not experienced the hardships brought about through irregular bills of lading with which those of the East have been beset. I am not referring to the forged bill of lading, for that is something against which there is no certain remedy except to catch the forger, but I do refer to the issuance of ladings that are being executed daily in a manner so flagrant that the time has arrived when commercial bodies must act in unison in an effort to bring about a reform that may prove lasting.

It is a simple proposition to fill out a uniform order bill of lading that will at once become a legal negotiable document; yet simple as this may appear, it is almost inconceivable that so many errors can be made that completely nullify its effectiveness of the instrument for the purpose for which it was intended. To illustrate briefly, the following are a few of the irregularities occurring, any one of which is in itself sufficient to transform a negotiable piece of paper into one that the banks will re-



KANSAS ASSOCIATION ARBITRATION COMMITTEE.

C. A. Smith, F. A. Derby, J. A. Pribble, Gus. Oswald.

Black, Lebo; J. W. Bradley, Rossville; E. M. Blue, Protection; A. E. Barkmeyer, Sedgwick; F. A. Derby, Sabetha; D. S. Coleman, Oneida; D. Coleman, Denison; J. J. Comer, Willis; J. Cormerais, Hutchinson; C. C. Conner, Circleville; V. F. Chandler, Kerwin; J. M. Decker, Concordia; Geo. Craven, Summerfield; H. Conner, Solder; M. Chamberlain, Beverly; H. M. Clark, Gretna; E. B. Cool, Fowler; J. O. Dougan, Harveyville; H. B. Dougan, Perry; W. C. Evans, Schroyer; L. A. Fitz, Manhattan; F. Frey, Sylvan Grove; C. A. Geiger, Robinson; F. W. Gaunt, Alton; J. Griffiths, Baileyville; S. W. Grubb, Scandia; G. B. Harper, Silver Lake; J. E. Hughes, Culver; W. F. Hinerman, Brookville; H. F. Hess, Brenner; J. C. Haines, Augusta; J. E. Holmer, Lewis; B. Harrett, Palmer; R. E. Harrington, Baker; W. I. Hammel, Moran; H. E. Herries, Valley Falls; J. Jacobson, Formosa; J. D. Infield, Wellington; E. Johnson, Everest; J. J. Jackson, Oberlin; C. A. Kalbfleish, Harlan; J. H. Kin- nair, Powhattan; J. J. Kuhlman, Bonita; W. C. Kiely, Wheaton; J. A. Lyons, Langdon; D. C. Layne, Asherville; P. D. Miller, Russell; J. G. Maxwell, McPherson; D. W. Mowery, Gardner; G. G. Mowry, Raymond; J. B. McClure, Fowler; J. McManis, Goffs; H. Marshall, Coldwater; F. Montgomery, Stockton; J. S. Null, Spring Hill; J. W. O'Connor, Hartford; Gus. Oswald, Durham; C. L. Parker, Sabetha; J. W. Pinkerton and A. L. Williamson, Clay Center; C. F. Randall, Lewis; W. C. Peterson, Reserve; A. J. Plush, Penalosa; L. M. Pratt, Wetmore; Ralph Rimey, Ford; H. B. Ragan, McLouth; C. C. Ragan, Nortonville; R. T. Ray, Herrington; C. A. Smith, Wellsville; V. Stuckey, Plainville; W. W. Smith, Holyrood; W. E. Smith, Effingham; C. E. Sheldon, Horton; B. E. Strong, Conway Springs; W. T. Shute, Powhattan; J. H. Strahm, Berwick; S. J. Thompson, Holton; S. P. Taylor, Onaga; H. F. Tombs, Wellsville; M. H. Taylor, Hewins; G. E. Vining, Mahaska; J. B. Vosburg, Lewis; E. M. Veach, Coldwater; H. Work, Ellsworth; B. F. Whitehurst, Hutchinson; A. Woolridge, Brown Springs; R. E. Weaver, Simpson; W. O. Woods, Liberal; L. J. Woodhouse, Lancaster; J. J. Wilson, Moran; F. E. Wilson, Osage City; W. S. Yundt, Arlington.

The Missouri dealers that registered were J. O. McClintock, Fairfax; H. Musselman, Jamesport; E. V. Bruce, Dearborn; J. N. Daily, St. Joseph; J. C. Peterson, Ravenswood; H. Reed, Drexel; M. J. Young, Clinton; R. H., C. E. and V. Hickman, Princeton; H. B. Owen, Merwin.

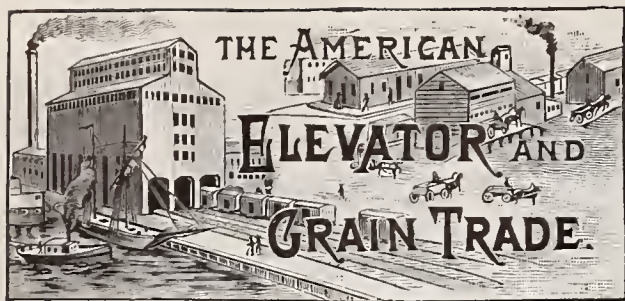
fuse to handle as collateral and which the railroads at destination demur against receiving when presented in exchange for the property:

The common practice of changing the date and not having such change certified to by the agent signing it; the substitution of a different car number, or the erasure of part of the car number and the insertion of different figures, which though they may represent the correct car number intended, are alterations that are never certified as they should be in every particular case. A routing crossed off and another inserted frequently occurs [without proper certification or verification]. The rubber stamp signature of an agent is often used instead of ink signatures, or the agent's signature is indicated by initials only, with no authority shown. Shippers are equally careless with their own signatures. The omission of the rate of freight is frequent, and it is seldom that the export and domestic rates of freight are both given. There are many other errors made in the body of the bill of lading, but enough are here shown to impress upon you the importance of avoiding them.

As to endorsements, the rubber stamp has also played an important part, many evidently deeming it sufficient. When endorsements are made by a corporation, the authority should always be shown by the official endorsing; yet the omission to do so is quite common. Firm endorsements are likewise useless, when followed by initials or without showing power of attorney.

Although the face of the lading may be without a flaw, its usefulness as a negotiable document is utterly destroyed by faulty endorsement. The grain dealers' and millers' associations of this state can perform no better service than to take up this question with the railroads and bankers to the end that a reform of the wrongful methods now in vogue may be made and the conduct of business wherein the bill of lading is of such vital importance as in the grain trade be placed upon a safe basis.

Canadian farmers continue to fight for the possession of grain cars as they reach interior towns.



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This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon applications.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, MARCH 15, 1912.

Official Paper of the Grain Dealers' National Association
and of the Illinois Grain Dealers' Association.

HIGH PRICES FALLACY.

It is a common fallacy that high prices are conducive to universal prosperity; and we have seen how this economic blunder has taken general possession of the public mind, including the Hon. Secretary of Agriculture, in the statement that although the output of the farms in 1911 was less than in 1910 by 7 to 8%, the loss was equalized by the higher prices obtained. Jevons long ago said: "It is absurd to suppose that a people can become rich by having less riches"; or we may add, to suppose that the less a man has the more he can buy. If money, merely the mechanism for effecting daily exchanges of commodities, were eliminated, this scarcity delusion could not exist for a moment. If the farm products were all sold and the returns made in other products (not in money), the fallacy would be made very plain.

However, the sophism is exposed in another way by the Minneapolis Market Record, as follows:

If the products were all sold, the aggregate of money returned to the producers, by the gain in prices, might equal the loss in quantities; but, as a very large per cent of all that is produced is consumed by the producers themselves, they share to that extent equally with other consumers of high priced products of the farm. The theory sometimes urged that a co-operative limiting of the maximum of production on the farms would inure to the benefit of the producers is therefore untenable, for, with a lower yield, the subtraction would be from the salable, or surplus, part and not from the part to be used on the farm; in other words that process might leave intact the principal but it would waste the coupons.

Such a scheme, then, as that of the Society of Equity or other unions of agriculturists, to put

a limit upon the production of the farms would react upon producers as it would upon other consumers. There is no limit to consumption other than that caused by low production, for the two in the end must balance each other. The "instinctive desire for gain" can always be relied upon to check inopportune production; wherefore, as the Market Record has suggested, the reasonable thing is not to curtail farm production at all, but only to

increase the quantity of the more profitable crops for surplus by intelligent effort and to decrease the less profitable nearer to the extent of farm requirements. Co-operative effort in this way would tend to mutual benefit by bringing up the value of the unprofitable surplusage. Such a system would not impair the system of crop rotation but would encourage it.

THE ST. LOUIS MEETING.

The St. Louis mass meeting of grain producers and handlers and consumers was, all things considered, a singularly self-restrained body of men. Standing as those men did, face to face with a governmental policy that threatened, almost without warning, to force an immediate and far-reaching revolution in the long-established usages and customs of the grain trade, the natural inclination of men in such a situation to "let themselves loose" was scarcely visible, in spite of the intense feeling of impatience with the Bureau of Chemistry's interpretation of the pure food act, that could be felt if not heard in open expression. Most of this self-restraint was unquestionably due to the profound respect the men assembled at St. Louis have for the law and "the square deal" that the pure food act in particular predicates; but it is also true that some of this control was due to the apprehension that criticism of the manner of administering the pure food act would be injudicious because it might be resented in official quarters in a manner not at all agreeable.

This is unfortunately the attitude of many of those whose business interests are affected by the pure food act. It is not a wholesome condition of things. No law of our country on any subject relating to any legitimate interest ought in its form to permit the exercise by any one in authority of an apparently autocratic or arbitrary power; nor in practice should any bureau or commission "conceive itself to be or be conceived by others as are *imperium in imperio*, a body of rulers set over any portion of our economic life," but merely one of the instrumentalities through which the power of our laws, as expounded by the courts, is exercised. Ours is the people's government. We should respect it profoundly because it is our own and because it was made by ourselves (and we should take this to heart more seriously than some of us do); and for that very reason no part of it should be beyond our reasonable criticism. More than that, we should never be required to stand in awe of our own servants. If the pure food act is so constructed that those delegated to administer it are by the law raised above construction of the law by the courts, then it should be at once so amended that its executors may not be able to constitute themselves at once judge, jury and sheriff, but be limited in their acts to the execution of the law as it is interpreted for them and the public by

the courts, to whom alone under our system of government that function has been delegated by the people.

A FOUR BAGGER.

It is a "little previous" in this latitude to drop into the phrases of fandom, but the success of the Grain Dealers' National Association in adjusting the "pure food" problem at St. Louis and later at Washington, certainly does resemble the achievement of the caption. The promptness with which the conditions forced upon the trade by the Bureau of Chemistry interpretations of the law were met and the tact with which the exigencies in issue were brought to official attention entitle the officers of the Association to the sincere thanks of the trade and of grain growers in all parts of the country.

What the ultimate net result will be is still problematical, except this, that the promulgation of standard grain grades by the Agricultural Department has been measurably hastened by the Washington conference. Frank I. King, on what authority he does not say, declares they will be established "this year"—wheat grades by July and corn by October; but as will be seen by Secretary Wilson's remarks at the conference, that official seemed to think there would necessarily be some delay greater than merely to the end of this crop year. It is possible that Mr. Duvel, head of Grain Standardization, has intimated to his friend Mr. Culver that he will be able to put out these standards sooner than the Secretary was aware on March 5th. However, the standards are coming, and probably as soon as the Secretary can convince Congress that it will be worth \$800,000 to the country to have his Department "supervise" inspection. So that year by year handling grain is becoming more and more an exact science, which will eliminate those in the trade who must be classed with the inefficient.

OFFICIAL INCONSISTENCY.

No one, of course, expects consistency, especially in these days of hankering after that "third cup of coffee." Besides, absolute consistency is only the refuge of narrow or sluggish minds. But a government by law should really be consistent—or as nearly absolutely so as human imperfection can make it. It must be so, if men's rights are to be held secure and not to become the playthings of mere whim and impulse.

Take the administration of the pure food act. *Vide* the salvage wheat at Toledo. The Government said it had been fermented and was unfit for feed, although the chemists at Milwaukee declared it was not unfit. Was the mere fact that the grain had fermented (in water below the fermenting temperature) and had been dried, the foundation of the objection to its use? Why, then, permit the sale of brewers' grains (dried, a notoriously wholesome and very desirable feed) that are deliberately fermented and from which a material portion of their natural contents is removed?

Stained and musty oats may not be sold for feed because their natural condition has been changed; bleached flour may not be sold for the same reason. Yet there seems to be no objection to the sale of bleached sugar; for sugar

is a commodity, not an ounce of which, probably, out of all the millions of tons consumed annually, reaches the consumer in this country in its natural state.

It is probably due solely to the fact that the pure food board do not happen to be food faddists in the direction of the "bran-breaders" that white flour is permitted to be sold at all; for one has only to be a "bran," or "whole berry," crank and rely simply on a chemical analysis of the whole wheat berry, to reach the conclusion that white flour is a product from which a "valuable constituent [bran or (and) germ] of the article [wheat] has been wholly or in part abstracted." [Sec. 7 of the Act.]

It is not necessary to multiply cases of pure inconsistency, although scores might easily be cited. The point is, that the authorities are reading into this act authority for many prosecutions that never were contemplated when the act was made; just as the late Ignatius Donnelly and others have read into Shakespeare the famous Bacon cryptogram and theologians and sermon makers have by searching found out innumerable strange things in the Bible of which its numerous authors never dreamed when they wrote.

Now, it happens that this method of legal interpretation by executors of the act,—with notice that a different interpretation by the courts regularly established to interpret the laws for both the guidance of the executive and the instruction of the public would be practically ignored in at least a certain class of cases arising under this act and its execution,—would be exceeding prejudicial to trade and commerce because of the uncertainty that would be thus created by giving play to the caprice or ingenuity of the law officers. It is like trying to argue a point with a man who persists in punning on the fundamental definitions on which the reasoning must be based. It creates a situation that is, commercially speaking, intolerable and destructive.

ETHICS OF GRAIN FUTURES.

The reasoning of Mr. Geo. Shepard, in his article elsewhere on the "Ethics of Trading in Grain Futures," is undoubtedly logical; overselling is the cause of corners and squeezes of the shorts—a condition that finds its explanation in the belief that money can be made by bearing as well as bulling the market; and the seller who finds himself unable to deliver should "take his medicine" like any other who makes a mistake—the bull, for example, who "overbuys" on a falling market. The rule Mr. Shepard complains of, however, is not entirely without justification in the nature of things as they are. It is undeniable that in these days large capital which may come into the control of a few might be used to create conditions of "speculative manipulation" that are artificial and unfair. It is not meant to be said here that there has been unfair manipulation on the Chicago Board in the past, in spite of appearances and some complaint thereof; but the rule would be a protection against such unfairness to a seller compelled by abnormal and artificial circumstances to default; and in any event it would not be very severe on the buyer, because it would protect him always by giving him a

profit, however much the "pound of flesh" might be drained of its blood.

To this extent the rule is for the protection of the normal seller. Beyond that the rule is, of course, a "sop to Cerberus"—the mob of willfully misinforming agitators and badly informed legislators who are behind the thirty-four bills now in Congress, of which Mr. Shepard speaks; and this condition of public opinion is, indeed, it must be confessed, a real but reluctant sanction for the rule as it stands.

NATURAL SHRINKAGE.

The action of the Joint Committee on natural shrinkage, reported on another page, seems to be an eminently fair termination of an old controversy between shippers and carriers in the West. The data obtained by the committee acting under the direction of Chairman Maegly (so exhaustive that only a hint of it all could be printed in these columns) have apparently demonstrated that there is an invisible loss of weight in the handling of grain, just as there is also in conditioning grain by "running it," the conditioning meaning, of course, a loss of moisture. The net results of the tests show, too, that the claimed deductions of $\frac{1}{4}$ and $\frac{1}{8}$ of 1% are just averages; and that the carriers insist on making such deductions only from claims of a certain character is a tribute to the fairness and friendliness to shippers that has characterized the leading spirit of this entire proceeding. Chairman Maegly, who conducted the tests, as there is every reason to believe, with the sole and only purpose of finding the truth, in order to permanently adjust the relations of carriers and shippers as to claims on an equitable basis. This basis has been now reached in the usual manner, by compromise—"mutual give and take," in which the carriers yield quite as much as they exact. The abandonment of claims for loss of \$1 per car is no hardship to dealers; for to properly validate a claim of that amount would cost nearly or quite the whole, and all shippers know, too, that they enjoy overages as well as suffer shortages; and at any rate, a man in trade ought to adjust his operations with the expectation that a shrinkage of at least that amount would always occur. To "figure" so closely that such a shrinkage would be a serious matter is to invite business failure, even were that particular dollar still a subject of claim controversy.

THE WRONG KIND.

An "I-told-you-so" is more or less an impertinence unless it may "point a moral." Without making pretense to superior wisdom, the "American Elevator and Grain Trade," almost from the time the big corn first began to obsess ambitious corn growers, threw out the warning that the breeders of seed were making a mistake and paving the way for a day of trouble. So far as we now recall, except for the company of Inspector E. H. Culver of Toledo, this paper stood alone on this proposition for several years. Latterly, the experts began to doubt. At the St. Louis meeting of February 23d, the experts among the agriculturists present freely "fessed up" to having blundered with big corn. Mr. McCreery, representing farmers' elevators in that part of Illinois which has been under the especial influence of the Urbana station, de-

clared that the seeds men all advocated the big corn—"bushels, not quality"—corn that "never does get ripe." C. A. Rowe of the Illinois Corn Growers' Association told how the big corn craze had been fostered; then he asked the convention to incorporate in the resolutions a request to the teachers "to so amend their standard of excellence as to pay more attention to quality," because the corn we now have "does not dry out like the old-fashioned kind." Leonard Hagner of the station at Urbana said that institution would "plead guilty to the mistake that has been made." He said there had been a pressure for the big corn, but that in the future "the main stress we will lay upon corn production will be one of quality." Prof. Fitz of Manhattan, Kan., said:

I have voted against giving the prize to the big ears, although I find I have been overruled. But it doesn't make any difference; I am going to vote against them again, because I know I am right.

E. H. Culver repeated what he had often said, that corn has deteriorated in the last nine years because growers are raising tropical corn in a freezing zone. And so on.

Now, what does it all come to? Simply this, that as "part and parcel" of the good seed propaganda this essential fact also must be dwelt upon as forcefully as is the necessity of fertile seed itself, to wit, that the seed must be of the right kind and that the big, slow-maturing, never-ripening corn must be abandoned for varieties that will mature within 100 days or less from planting. How many teachers, lecturers and grain dealers are doing this? Very few, one may venture to say. Yet every thinking man must recognize the fact that if corn is to be restored to the list of safe commodities of commerce, the "big corn must go."

SEED TRADE STATISTICS.

The neglect of the Government to provide for the collection and publication of the necessary information relative to the forage grass seeds of this country, other than the bald statement of imports and exports of "timothy," "clover" and "other grass seeds," has naturally resulted in the organization in Chicago of a private bureau for that purpose, known as the Seed Trade Reporting Bureau. Naturally enough, too, since the seed trade itself bears the entire expense of this work, the information collected is given only to subscribers to the fund that bears the expense. There is nothing unreasonable or sinister in this; it is simply a private business proposition, that has its counterpart in numerous trades and industries. The same desire for information finds expression in the private crop expert, who checks up or criticizes the Government's regularly published information relative to other crops and agricultural products. The importance of the hay and forage crops is, however, so very great that it would seem that the agricultural Department might very properly add to its other enquiries as to crops one other into the condition of the forage seed crops, for the public benefit.

There is only one way to reduce the waste of property by fire and to secure a reduction of insurance rates, and that is for each one to appoint himself fire warden of his own premises and make them as fireproof as possible.

EDITORIAL MENTION

A determined effort is being made in Congress to kill the Remsen Board. Do what you can to stop that movement by writing your member and senators to support the Board.

"Jim" Patten's latest offense, according to the Baltimore Sun, is a corner of the oat-meal crop! If Mr. Patten now should take after the wiener-wurst crop, we'd all have to take to the woods for breakfast.

The most successful business man is one who conceives his business as one likely to continue for years, and who therefore never sacrifices a long-continuing principle of sound policy for the sake of a petty immediate and ephemeral advantage.

The best evidence that the moisture test method of buying corn in the country is not considered unreasonable by the farmers is the fact that the farmers' elevators are putting them into their houses to test the corn they buy from and sell to themselves.

After several years of groping after it, the Colorado grain dealers have at last come to an agreement with grain shippers to that state that will mean a system of grain inspection and weighing for Denver, Pueblo and Colorado Springs, at least. Tally one more success for association work.

The Senate committee on interstate commerce is now working on a bill for a bill of lading law; and a word to your senators giving your ideas of a proper bill would be advisable just now. The trade should understand by this time what is needed; the thing is to have the senators know what the trade wants.

A Tacoma paper suggests that if the Panama Canal were now open to traffic it might be profitable to ship Washington hay to New York and Boston, the Coast supply being greater than the local demand; but the "fly in the sauce" just now seems to be the total absence of American ships which alone can engage in the "coasting trade."

It is indeed true that, if the Bureau of Chemistry ruling that only barley malt, hops, yeast and water are the lawful ingredients of "beer," the malting barley crop must be enormously increased if the brewing industry is to go on. High as malting barley now is, such a ruling would send it up to the very limit of prohibition of its use.

President Taft recommends the formation of a National Board of Trade as a means for bringing business into touch with the administration—to promote commerce at home and abroad and perhaps to give both the officers charged with the execution of the laws and law makers some insight to the practical complexities of the business world engaged in trade and commerce. The possibilities of such an institution are very engaging, especially so if one

could imagine it devoid of red tape and Tite Barnacles.

Speaking of bills to define and regulate the issue and surrender of bills of lading, the Clapp-Stevens bill is by far to be the best before Congress. Its definitions are clear and simple and in other respects the bill is less complex and top-heavy than its principal rival, the Pomerene bill, and therefore is the more to be desired. Its passage should be urged rather than the Pomerene bill.

Have we enough wheat? Mr. Templeton hastens to assure us we have not, although presumably he has. Yet no one else seems to be greatly excited on the subject except him; for the Crop Report seemed to send no great amount of business anywhere. Over in England a speculator here and there has suggested an analogy in the present conditions to those of 1907; but no Joseph has as yet appeared to absorb the supplies against a coming lean year or a May rise.

Ohio dealers are still discussing the effect of newspaper quotations of "market prices." This discussion is timely everywhere; as it is apparent that the habitual publication in local papers of the "daily quotations" of the private wire houses having branches for local speculation in contract is very confusing and misleading. The only city prices that should be published are the call prices of the nearest, or the natural, shipping markets, but these rarely are locally printed, perhaps because local dealers make no effort to have them published in home papers.

The Commercial West says "an effort will be made to change the name of the Minneapolis Chamber of Commerce to a name more in keeping with the nature of the business transacted," such as Minneapolis Grain Exchange. There is more than one reason for making such a change, it is said, the most forceful being that it is a grain exchange and nothing else. But in the eyes of the Arkansas statesman, is a grain exchange any less objectionable than a "chamber of commerce"? Are not the exchanges taking most of these flash statesmen a little too seriously, even in these days when reputations are being made by the glib use of clap-trap, or what Disraeli once called "the hair-brained chatter of irresponsible frivolity"?

The farmers' elevator movement is invading parts of Ohio and Indiana—knowing ones say because the dealers have not all been handling the situation intelligently. Perhaps so; it is hard to tell what farmers want or won't do now days. They have plenty of money and are just as likely to take a try at a stock company in the grain business as to leave their cash in the banks to be moved east to finance stock speculators. When the craze breaks out, the dealer will consider carefully the question whether it is or is not wiser to sell out than to force the building of a superfluous house which may remain a superfluity in the trade, whether the farmers succeed or not. No hard and fast rule can be laid down as to this, as it depends entirely on local circumstances. In northern Ohio several deal-

ers stand ready to sell, and may have the chance of buying back the houses after a year or so, as not infrequently has happened in the West under like conditions.

The present ministry in Canada has so far hedged its ante-election promise to nationalize the head-of-the-lakes elevators as to limit its purchases of houses, with which it will try out the public ownership-operation plan before going headlong into the elevator business. In Manitoba, after a year of public ownership, the trend of opinion as to a future policy seems to be towards railway operation of their houses and to permit private companies to operate their own houses to suit their own views of business, but to grant no inspection certificates to mixing-house shipments, forcing them to be sold by sample only, an arrangement that would probably be quite satisfactory.

Never perhaps was any trade episode better, more widely or more speedily advertised than the pure food excitement in the grain trade. Even the country newspapers seemed to wake up and take notice; in consequence of which farmers everywhere were made to see what it meant to them; and they were not slow to get into action, you bet. Who was responsible for this publicity of so important a matter, we have no means of knowing; apparently some of the dealers took their local editors into their confidence and were royally repaid therefor. The country editor always responds promptly to good treatment; and the wonder is that the gentlemen in the grain trade do not use him more frequently than is their habit.

On a second trial, the jury in the case of the Ontario Elevator's owners at Buffalo against the insurance companies, on March 8 again found for the insurance companies. The elevator on October 30, 1904, collapsed, and witnesses said they heard an explosion, hence the suit to recover fire insurance, although the firemen at the time of the collapse (apparently because of a rotting pile foundation) found no fire to fight. The "explosion" was evidently not a dust explosion, to which dirty elevators (without dust collectors) are always exposed when at work; for the dust of grain, when mixed with a proportion of air, is an inflammable as gunpowder and will explode in exactly the same way when the dust-laden atmosphere is invaded by the flame of even a match.

Mr. McCaull's treatment of the "branding theory" of the Bureau of Chemistry was a masterly argument that demolished the case against the trade practice of these many years. Such a system is not an invention; it is a growth—the evolution of long years of practical experience, during which the constantly increasing volume of grain to be handled and the constantly widening and changing of markets for the surplus grain states have tended to make the system more and more necessary to the conduct of trade and commerce in grain. Nor is it alone the relation of buyer to seller that would be disturbed by the Bureau's impossible theory, but the liability of the carrier might also be so affected, that the Bureau's

theory in practice might lead to serious legal complications and make necessary an entirely new alignment of the commercial decisions on carriers' liability for loss through dilatory deliveries.

Have you noticed Charles D. Michaels? He appears at the head of the Inter-Ocean market gossip every day. He deserves credit for one of the best commercial pages in the country. He has plenty of space and utilizes it to excellent advantage.—C. A. King & Co.

Guess you hit the bull's-eye with that shot, Mr. King.

Don't overlook the fact that there are about 35 bills in Congress to prohibit or curtail trading in futures; and as they may come to the front at any time, be sure to keep your members and senators advised (don't be afraid to repeat) of the danger to the trade of any such legislation.

The freezing weather that has carried so much soggy corn safely to destination must come to an end very soon now; and therefore the buyer who does not use great discrimination in taking in corn is likely to suffer for it later on. Frost covers at least one mortal sin of shelled corn, but it is only for a time; and the return of "the germinating season" is as sure as the daily return of sunlight.

Misbilling of freight, whether the fraud benefits shipper or receiver, is a criminal offense which the Government's agents seem sometime to have a superhuman ability to detect and which the courts are punishing quite severely. Be careful; the court may be lenient when a blunder is clearly apparent; but he's always "from Missouri" and sometimes appears to be exceptionally slow to comprehend an explanation.

Weighmaster Foss told the Kansas dealers some things about scales that are worth every dealer's time to read and when read to "make a note of." Be particular to go through the long catechism following the main paper; for there will be found the whole duty of a scale owner to his scale; there will be found in all probability an answer to some one or more questions that each owner has had put up to him by his own experience or soon will have. The editor hereof, by making room for that paper entire, considers he is giving the reader, in this one number, many times the value of his subscription price and will be throwing in the remaining numbers of the year for good measure.

Prof. Thomas Cooper at the Grain Growers' meeting at Fargo in January, proposed the enquiry whether, a man "has a right to deplete the land for his own gain"; and a member of the Dominion Conservation Commission, declaring that "46% of the farms examined in the West have shown a substantial decrease in production," hints that crop rotation may have to be enforced by law. And there are those in both countries who are ready to seriously support the latter contention rather than rely on man's own initiative in the protection of his own. Yet as soon as "farm mining" ceases to

be profitable it will cease in fact, whether the law steps in to "regulate" rotation or not. In the past, under our National system of giving away agricultural lands, it has not paid to conserve fertility.

Central City, Nebr., reports a farmer who considered the "seed corn campaign" by "these city fellows" and "college cranks" an impertinence; but he conceded so much that he did test eight of his best ears of corn to show that he was right. When he found but one ear that would grow, he changed his mind and gracefully became a "booster."

Horace Jackson, a member of the Board of Trade of Chicago, in a concise and well-put argument, issued in booklet form, has proposed as a remedy for corners, or squeezes like that of last May wheat, the changing of the system of deliveries to create four delivery months each year, the virtue of which change would be, he conceives, broader speculation and better protection to all classes of the trade by tending to stimulate movement of the actual grain through this city and give all traders greater opportunities, etc. The argument strikes one as sound, but its practice can be justified, of course, only by trial. As a corollary of his argument, Mr. Jackson proposes that the Board stop miscellaneous deliveries of wheat on contracts (three distinct varieties are now permissible) and provide that contracts be made for distinctive varieties, such as hard winter, hard spring and red winter. Certainly such a change of practice would tend to the accumulation of stocks of each kind at Chicago, as he urges; and this part, at least of the argument of Mr. Jackson would appear to have made an impression on the members, for on March 12 the directors authorized President Bunch to appoint a committee to investigate a method of future trading in specified kinds of contract wheat, especially No. 1 Northern, No. 2 red and No. 2 hard.

Frank I. King finds that France, too, like Germany and the United States, is neglecting agriculture, evidenced by the fact that the population is moving to the cities. Is not this conclusion a *non-sequitur*? Is there not another reason for this migration to the cities? At the opening of the 19th century 85% of the people of the U. S. were supported by agriculture and only 15% by the manufacturing industries; at the opening of the 20th, the ratio was not exactly reversed but largely changed. This was due to the release of laborers from agriculture by the introduction of practical farm machinery. At the end of the 19th century it is estimated that the American farms were producing a surplus of 187% of their own requirements instead of but 17% as in 1800. Europe has been much slower than Americans to make use of farm machinery; but they are using more and more of it now, and to this fact may be due in part the migration complained of. It is not, of course, forgotten that the glamor and tinsel of the cities act as lodestones to lure unhappy country lads to the life of the city; but it must not be overlooked that the impetus of the great economic revolution that began with the introduc-

tion of a practical reaping machine has not yet lost its force. The cheap bread that the McCormick reaper gave to all the world was "the bursting of the bonds which for all time had limited man's effectiveness in the production of wealth"—that gave a hitherto unknown impetus to the rapid growth of commerce, finance and the mechanical industries. That impetus, on at least a superficial view, seems now to have gone beyond what is wholesome, since food is again too high to make the urban industries as profitable as they might be, as is evidenced by the millions of badly nurtured poor in our cities; but this last condition involves other problems that no man has yet been able to solve, least of all by applying the shibboleth, "Back to the Land!" which is as old as the Christian era and was the favorite theme of Roman dilettanti of the "golden age" of the Empire.

"Flour and Feed" of Milwaukee has been delivered of a two-page editorial demonstration, quite satisfactory to itself, that sulphuring oats (which "F. & F." calls "watering") "offers an excellent reason for the activity of the pure food department." Perhaps so; but when animals thrive on that kind of feed (and there is no official claim that they are harmful as feed) it will take more than a mere personal *ipse dixit* to justify stopping the trade in purified oats. Of course, no one can say just why a nicely appearing food or feed is more welcomed by man or beast than one that is offensive in appearance, but when so many creatures cultivate their appetites through the eye, why should the habit of catering thereto be called fraudulent when it involves the sale of nothing unwholesome in place of what is wholesome and the truth is told all along the line? If "Flour and Feed's" readers in the retail business would be as frank to their customers as wholesalers are to them about these oats, no one, certainly not the horses that eat them, would find any fault with the purified oats, which no honest dealer sells for seed or to millers. Mr. Brandeis at Washington, rightly condemned the waste that the technical enforcement of the pure food act on verbal lines encourages. It is downright wickedness to confiscate and destroy wholesome, though perhaps not perfect foods, merely to support an academic or verbal consistency; there is neither food nor feed enough in this world to justify any such waste. Fried foods served daily on a million tables are far more disastrous in the long run to human health than purified oats are to that of the horses that eat them; yet no one from the Bureau of Chemistry has—as yet—undertaken to invade Betsy's domain and throw her frying pans on the scrap heap, where most of them ought to be. As a people there is danger of our becoming hysterical—to run madly after fads; and the best way to repeal the many pure food acts, state and Federal, is to make their execution so burdensome with red tape that no one can do business under them or buy for consumption the foods the Bureau of Chemistry and state food commissioners are willing to say satisfy their almost impossible definitions and conditions sufficiently to be allowed to be sold to a confiding public.

TRADE NOTES

The Western Canada Manufacturing Co., Ltd., has been formed at Winnipeg, Manitoba, with a capital stock of \$60,000 to manufacture and sell metallic grain bins, granaries and agricultural implements.

Charles Pippin, in the employ of Railsback Bros. of Weldon, Ill., has applied for a patent on a device for delivering the scale ticket from the weightmaster in the office to the driver on the scales outside. It is understood it will be placed later on the market.

The foreign trade is recognizing the very high class quality of the products of the Union Iron Works of Decatur, Ill. A recent order was from Cia Importadora de Maquinaria, S. A., of San Luis Potosi, Mexico, for a No. 4 Western Warehouse Combined Sheller. A No. 2½ Western Warehouse Combined Sheller was also shipped to Manila, Philippine islands for use of the United States government.

Very few of the legion of friends of F. L. Cranson, secretary of the Huntley Mfg. Co., of Silver Creek, N. Y., have ever seen him except in the best of spirits and good health. The severe northern winter seemed to make some inroads, however, on Mr. Cranson's hitherto robust constitution and to escape the rigors and changes of March weather he left Silver Creek on March 2 for Jacksonville, Florida, where he will spend about six weeks in recuperation.

There will appear in this journal, commencing this issue, the advertisements of the International Mfg. Co. of Crestline, Ohio, manufacturers of the Standard Seed, Grain and Bean Cleaners. These machines are not new to the elevator operators of the country, but have been in service in all parts of the country in both large and small houses. They are commended for their improved construction, for durability and the production of positive and satisfactory results.

John S. Metcalf Co. of Chicago and Montreal have just been awarded a contract by the Goemann Grain Company to build a grain storage addition to their plant at Mansfield, Ohio. The new storage will consist of ten reinforced concrete tanks, which, together with the interspace bins, will have a total capacity of about 300,000 bushels. The work will be commenced as soon as the weather will permit, so that the addition will be ready for this year's crop. Estimated cost of the work is \$50,000.00.

The Joseph Dixon Crucible Company of Jersey City, N. J., has just put on market a new chain graphite, especially intended for lubricating the chains of motor trucks and pleasure cars. This preparation is put up in sticks, cylindrical shape, 2 inches by 8 inches, encased in a neat cardboard carton and weighing about one pound each. It is made of the same material as the Dixon Bicycle Stick Graphite with which every bicycle owner is familiar. It is by far the most convenient chain lubricant on the market, for a bar may be carried on the car ready for use at any time. To apply, it is simply necessary to rub the bar against the sprocket side of the chain. The "big stick" makes it easy to keep automobile driving chains in first-class condition. Unlike oils and greases, it will not collect dust and dirt.

We have received the following announcement from the Barnard & Leas Mfg. Co. of Moline, Ill.: "The fire which destroyed part of our plant on the 6th of February is now a matter of history. On the eleventh day after the fire we resumed operations in factory buildings secured as temporary quarters in which there was installed and ready for use a large amount of machinery, shafting, power connections, belting cranes, etc. To this equipment we have added additional machinery of the most modern type. Our foundry was uninjured and is now turning out more work than formerly. Our bolting cloth department with its large stock of bolting cloth, gritz gauze, etc., is located in a separate building and as this was also unharmed, we are as well prepared as before the fire to fill promptly all orders for bolting cloth, gritz gauze, wire cloth, etc. The fact that we saved all our drawings, tracings and records has enabled us, with the facilities

of our complete and modern drafting room, to carry on the business with but little interruption. Our new plant will be most complete and modern in every particular. When you need anything in our line, don't hesitate to write us. We will give all orders our best attention and get them out without any unnecessary delay."

The Richmond Manufacturing Company of Lockport, N. Y., manufacturers of Niagara Grain Cleaners, Dust Collectors and Bran Dusters, and McDaniel Wheat Washers and Driers, have engaged the services of Mr. L. S. Meeker as their Northwestern representative, with headquarters at No. 2 Chamber of Commerce, Minneapolis, Minn., and Mr. Ben P. Ordway as their Southwestern representative, with headquarters at 225 Board of Trade Bldg., Kansas City, Mo. Both of these gentlemen have had many years' experience selling Elevator, Flour and Cereal Mill Machinery and are well known to the trade in their respective localities.

The Hess Warming and Ventilating Company, Chicago, has perfected an electric heater for the U. S. Moisture Tester which it manufactures, and will, within a week, have them ready for delivery. They are sold at a slight increase above the cost of the testers for gasoline, gas and alcohol, and will meet the requirements of mill owners, elevator operators and others whose insurance restrictions will not permit the use of testers with gasoline or alcohol. The company also in its drier department has been unusually busy the past two months. Since the New Year orders have been received for driers from the following, and installations are being made as fast as possible. Harter Milling Co., Fostoria, Ohio; North Western Elevator & Mill Co., Mt. Vernon, Ohio; Mack Bros., Titusville, Pa.; J. P. Burroughs & Son, Flint, Mich.; Holmes Grain Co., Marlette, Mich.; Ithaca Roller Mills, Ithaca, Mich.; Standard Elevator Co., (E. R. Bacon, Chicago) Hammond, Ind.; Consolidated Elevator Co. (4 Driers) Duluth, Minn.; Globe Elevator Co., Superior, Wis.; Bachstes Bros., Galatz, Roumania, Guillernos Pards & Co., La Penuela, Mexico.

We announced in a recent issue that there would shortly appear a new "Eureka" catalogue, and it was claimed it would be the most complete and up-to-date catalogue in its line that had ever been published. Too often the beautiful urn that is begun by the potter turns out to be merely a pitcher, and the result of the war doesn't always measure up to the high sounding title of the manifesto. Yet in this case all that was promised by the S. Howes Co., manufacturers of the "Eureka" line at Silver Creek, N. Y., has been fulfilled. Catalogue No. 50 is devoted to modern grain cleaning machinery of heavy duty type. It comprises 250 pages of best quality enamel paper, with half tones of all machines specially prepared for the work, and an attractiveness in the arrangement and selection of type that makes reading a pleasure throughout the book. On the title page is a picture of the "Eureka" works at Silver Creek. Then follows illustrations and descriptions of all the various "Eureka" machines, the merits of which are now recognized around the globe. As was formerly stated, the "Whys and wherefores" of every conceivable operation in the cleaning and separation of grain and seeds are given, and several interesting chapters are devoted to new processes and machinery. The subjects of wheat washing and wheat grading are treated in an interesting and exhaustive manner, and the completeness with which their many types of separators, sifting, feeding, blending and mixing machines, scourers, brush machines and oat clippers are described leaves little in this line to be desired. Special mention should be made that all of the machinery described and shown in the catalogue is equipped with self-oiling bearings, and automatically lubricated eccentrics, while the frames and construction throughout are of most substantial character. The S. Howes Co. desires to place a copy of the catalogue in the hands of every elevator owner and operator, and a request will bring one if it has not already been mailed you.

Nebraska dealers, too, are having trouble with soggy grain put into store when frozen.

CROP REPORTS

Western Indiana reports that wheat looks badly. Farmers about Heflin, Ala., claim that all fall sown oats have been killed by frost.

Enough rain fell in California around Los Angeles to materially help the hay prospects.

Some southern Michigan wheat looks bad. Some will be plowed up and oats sown. Late sown wheat is not so bad.

Over a foot of snow fell in parts of Kansas, late in February. Elevator men claim wheat in the state could not be in better shape.

Farmers about Lorain, Ohio, are worried over the wheat prospect. The recent thaw followed by a freeze makes good wheat crop doubtful.

Cheyenne County, Colo., expects a large crop of wheat. Seeding will start with the thaw. Sufficient snow has fallen to insure ground being in good condition.

Canadian reports of the three western provinces indicate that there is about 10,000,000 bushels still to thresh and that less than 30% of the fall plowing has been done.

Wheat in Gilliam County, Ore., is showing well. Heavy snow and plenty of rain has put the ground into good condition. Rains last fall at seeding time make prospects good.

Comparison of the wheat crop of last year with that of ten years ago, shows a loss of approximately 50% in Kansas and Iowa, and a slight loss in Nebraska, while Missouri made a gain of 17%.

There is a larger acreage of fall sown grain than usual in Nebraska this year and favorable conditions gave it a good start before winter set in. Snow later protected it from winter and the spring thaw will leave the ground in good condition.

Farmers about Bartlett, Texas, started planting some small grains the last of February. Corn planting started the first of March. A good steady rain put the ground in good condition. Small grain crops are popular in that section this year.

One Ohio shipper, located in the wheat section, writes King that 37 out of 50 farmers think wheat under the most favorable conditions, cannot come to half a crop as compared with last year. Thirteen thought that early sown wheat might make a small yield, but that the late sown would be plowed up.

Baumont rice men believe that the rice acreage in Texas will be no more than last year, with a possibility of its falling below the average. The rains delayed plowing and in some cases the margin of time allowed for planting is exhausted and all the acreage planned for seeding cannot be obtained.

Secretary G. J. Gibbs, of the Texas Grain Dealers' Association, states that since his last reports fair to good rains have visited Texas and the present growing condition of the grain crop is good. There will be a large acreage in corn, with the greatest acreage ever planted to oats, and Texas should come in with a bumper crop this year.

The Oklahoma State report gives wheat a condition of 75, against 77 last month and 49 a year ago. The last crop was very poor. The soil condition is now 92.5. About 22% of spring plowing has been done. There will be a large acreage of oats. The Frisco is shipping seed oats free and farmers are taking advantage of it to plant large acreage.

The last Bulletin of the International Institute of Agriculture contains preliminary returns of wheat and oats harvest in the Southern Hemisphere. The total production is estimated at 3,445,316,600 bushels of wheat, which includes the Northern Hemisphere. The general condition of winter cereal crops in the Northern Hemisphere is good.

The Michigan March crop report made farm reserves of winter wheat 4,400,000 bushels, compared with 7,700,000 bushels last year. Farmers marketed 250,000 bushels during February, or the same as last year. Eighty-five correspondents reported some damage to growing wheat during February, while 553 said there was no damage of any consequence. A year ago over half the reports said there was some damage.

The following comparison of independently owned estimates of corn reserves on March 1 is interesting (000 omitted):

	Snow.	Goodman.	Government.
	1912.	1912.	
Ohio	53,160	60,000	52,700
Indiana	63,397	63,000	62,900
Illinois	125,219	117,000	120,600
Iowa	136,992	124,000	122,100
Missouri	53,472	48,000	57,700
Nebraska	65,657	55,000	57,700
Kansas	27,862	25,000	32,800
Totals	525,759	490,000	506,500
Totals U. S.	780,000	847,000	884,100

An average of the four principal estimates on the farm reserves of wheat that have been issued is 114,000,000 bushels.

P. S. Goodman, for Clement, Curtis & Co., estimate the farm reserves of grain as 101,500,000 bus. of wheat, 847,000,000 bus. of corn and 241,000,000 bus. of oats. This is 16.4% of last year's wheat crop, and is "the smallest percentage in a decade." This report, published on March 1, said: "The Government report, due March 8, is likely to show 20,000,000 bushels more. As we have pointed out in previous years, the Government appears to adjust the difference between known supplies and farm holdings, with the crop, by increasing the amount on farms. The returns confirm the rapid marketing of the wheat crop last summer through fear of reciprocity, and later on account of forced liquidation in the western areas, where two years of small farm products had created financial pinching. The trade has regarded the huge visible as an unusual accumulation, from the above causes. The small corn crop and readjustment to the census has developed a small farm reserve at this period, our correspondents giving an average of 33.5 of the crop, compared with 40.5 a year ago, and 37.9 two years ago. The consumption to date compares favorably with a year ago, and is the result of general shortage of all feed and forage on the farm, and a larger initial hog crop, as result of the big corn production of 1910."

EXPORTS AND IMPORTS.

The following is a statement of the exports and imports of various cereals, seeds, etc., for the month of January, 1912, and for the seven months ending with January, 1912, as reported by the Bureau of Statistics, Department of Commerce and Labor (quantities only unless otherwise stated):

ARTICLES.	JAN. 1912		SEVEN MONTHS, ENDING JAN.	
	1911	1912	1911	1912
Exports—				
Barley, bu.....	913,072	3,814	4,589,019	1,179,373
Buckwheat, bu.....			158	12
Corn, bu.....	9,947,434	7,646,203	28,935,460	24,445,734
Corn Meal, bbls.....	57,373	63,328	238,458	271,277
Oats, bu.....	42,106	71,584	919,843	1,030,377
Oatmeal, lbs.....	2,957,010	572,462	12,904,318	6,397,740
Rice, lbs.....	693,976	636,343	3,952,994	24,782,562
Rye, bu.....			1,468	4,289
Rye Flour, bbls.....		977	4,159	2,480
Wheat, bu.....	2,801,962	2,042,713	17,195,728	25,375,792
Wheat Flour, bbls.....	933,845	838,483	5,848,749	6,882,782
Bran, Millfeed, etc., tons.....	4,690	12,436	27,991	76,038
Dried Grains, etc. tons.....	4,713	3,941	41,008	41,092
Rice bran and polish, lbs.....	1,577,370	2,634,694	12,148,492	9,151,368
Total Breadstuffs.....	\$13,569,184	\$12,310,889	\$72,583,828	\$82,272,345
Glucose and Grape Sugar, lbs.....	16,553,985	16,127,875	100,922,095	110,426,016
Hay, tons.....	4,230	4,379	33,144	33,371
Oil Cake and Oil-Cake Meal:—				
Corn, lbs.....	8,305,497	2,684,160	45,984,729	37,970,725
Cotton Seed, lbs.....	84,777,998	192,713,906	496,034,441	830,858,989
Flaxseed or Linseed lbs.....	49,112,791	78,616,134	346,652,358	338,540,175
Vegetable Oils:—				
Corn, lbs.....	2,132,521	1,705,434	10,543,792	13,452,104
Cotton Seed, lbs.....	25,068,812	66,055,456	102,061,717	240,054,459
Linseed, gals.....	11,776	11,668	90,306	114,482
Clover Seed, lbs.....	557,002	321,763	3,571,213	1,383,952
Timothy Seed, lbs.....	1,418,739	439,681	5,834,490	3,441,127
Cotton Seed, lbs.....	1,725,257	9,519,651	8,119,438	41,810,273
Flax Seed, bu.....	26	12	186	137
Other Grass Seed, val.....	\$55,551	\$127,191	\$344,047	\$473,706
Beans, etc., bu.....	21,917	25,643	194,883	247,289
Imports—				
Corn, bu., since July 1, 1911.....		444		11,677
Oats, bu.....	7,557	11,422	31,344	28,162
Wheat, bu.....	191,409	42,956	198,821	924,676
Wheat Flour, bbls.....	7,318	6,961	99,794	77,346
Rice, lbs., since July 1, 1911.....				
Uncleaned, including paddy, lbs.....	6,540,157	3,519,894	36,466,227	25,513,576
Cleaned, lbs.....		2,317,950		9,653,666
Rice, Flour, Meal, etc. lbs.....	9,759,695	6,531,137	80,814,958	66,671,659
Hay, tons, since July 1.....		67,197		385,414
Castor Beans, bu.....	90,539	151,305	380,509	552,139
Clover Seed, lbs.....	4,120,088	4,346,995	15,868,490	19,671,290
Other Grass Seeds, lbs.....		3,503,431		15,590,898
Flax Seed, bu.....	185,235	825,532	5,256,803	2,880,988
Beans, etc., bu.....	108,205	78,898	709,837	493,350

EXPORTS OF FOREIGN MERCHANDISE.

ARTICLES.	1911	1912	1911	1912
Oats, bu.....		3,000	4	11,100
Rice, lbs., since July 1, 1911.....				3,497,052
Uncleaned, including paddy, lbs.....	44,958	625,380	3,118,664	4,757,778
Cleaned, lbs.....		600		1,530
Rice Flour, etc., lbs.....	524		11,326	1,361
Wheat, bu.....				33
Wheat Flour, bbls.....				21,919
Flax Seed, bu.....			5,950	125
Clover Seed, lbs.....		540		30,860
Other Seeds, lbs.....	822	1,015	8,218	12,098
Beans, bu.....				

Experiments are now being made at Hull, England, crushing sunflower seeds for oil and cake. This seed yields on the average 30% of a limpid oil, pale yellow in color, believed to be valuable in soap making, the manufacture of varnishes, and for culinary purposes. The residue has been manufactured into cakes, and experiments are being made on the Continent to ascertain whether this cake is suitable for feeding purposes.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of February, 1912:

BALTIMORE—Reported by Jos. B. Hessong, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1912	1911	1912	1911
Wheat, bushels.....	130,471	85,039	472,475	64,000
Corn, bushels.....	3,984,544	3,055,460	2,349,450	2,383,840
Oats, bushels.....	188,404	131,776	100	180
Barley, bushels.....		14,702		
Rye, bushels.....	26,907	40,365		
Timothy Seed, bus.....			615	
Clover Seed, bus.....	1,669	5,612		306
Hay, tons.....	6,511	4,947	1,416	1,271
Flour, barrels.....	154,712	132,185	31,750	82,621

BOSTON—Reported by James A. McKibben, Secretary of the Chamber of Commerce.

Articles	Receipts	Shipments
Flour, barrels.....	112,060	161,295
Wheat, bushels.....	619,083	338,162
Corn, bushels.....	579,365	1,229,560
Oats, bushels.....	289,486	278,956
Rye, bushels.....	1,000	2,115
Barley, bushels.....	2,204	8,664
Flaxseed, bushels.....		
Peas, bushels.....	2,259	2,882
Millfeed, tons.....	793	861
Corn Meal, barrels.....	2,460	2,675
Oat Meal, cases.....	12,234	34,156
Oat Meal, sacks.....	31,510	13,460
Hay, tons.....	13,700	12,250

CHICAGO—Reported by George F. Stone, Secretary of the Board of Trade.

Articles	Receipts	Shipments
Wheat, bushels.....	1,359,200	641,000
Corn, bushels.....	15,204,650	10,061,600
Oats, bushels.....	7,063,500	5,870,600
Barley, bushels.....	1,593,500	1,501,000
Rye, bushels.....	212,000	100,000
Timothy Seed, lbs.....	878,800	1,560,100
Clover Seed, lbs.....	336,600	523,600
Other Grass Seeds, lbs.....	1,065,100	1,611,800
Flax Seed, bushels.....	103,900	96,000
Broom Corn, lbs.....	554,200	1,058,200
Hay, tons.....	36,002	26,695
Flour, barrels.....	631,774	381,698

CINCINNATI—Reported by W. C. Culkins, Superintendent of the Chamber of Commerce.

Articles	Receipts	Shipments
Wheat, bushels.....	247,012	211,796
Corn, bushels.....	1,332,738	847,242
Oats, bushels.....	517,206	300,063
Barley, bushels.....	23,300	184
Rye, bushels.....	37,780	41,014
Timothy Seed, 100 lb. bgs.....	697	1,886
Clover Seed,.....	9,331	4,160
Other Grass Seed ".....	12,782	8,856
Flax Seed, bushels.....	31	16
Broom Corn, lbs.....	26,172	56,800
Hay, tons.....	16,094	12,315
Flour, bbls.....	117,538	70,150

DULUTH—Reported by Chas. F. MacDonald, Secretary of the Board of Trade.

Articles	Receipts	Shipments
Wheat, bushels.....	2,085,765	1,207,789
Corn, bushels.....	510,266	1,886
Oats, bushels.....	990,061	153,843
Barley, bushels.....	40,577	27,735
Rye, bushels.....	21,885	7,629
Flax Seed, bushels.....	342,882	57,302
Flour, bbls.....	61,020	32,355

KANSAS CITY, MO.—Reported by E. D. Bigelow, Secretary of Board of Trade.

Articles	Receipts	Shipments
Wheat, bushels.....	1,660,800	1,170,000
Corn, bushels.....	4,633,750	1,218,000
Oats, bushels.....	714,000	431,800
Barley, bushels.....	16,800	40,600
Rye, bushels.....	5,500	3,200
Kaffir Corn, bushels.....	329,642	179,642
Flax Seed, bushels.....		
Bran, tons.....	660	640
Hay, tons.....	35,532	25,176
Flour, barrels.....	14,000	13,250

MILWAUKEE—Reported by H. A. Plumb, Secretary of the Chamber of Commerce.

Articles	Receipts	Shipments
Wheat, bushels.....	642,850	424,880
Corn, bushels.....	1,785,126	980,710
Oats, bushels.....	1,042,200	929,474
Barley, bushels.....	1,224,600	627,780
Rye, bushels.....	238,700	72,420
Timothy Seed, lbs.....	128,320	480,750
Clover Seed, lbs.....	828,095	262,460
Flax Seed, bushels.....	72,000	25,788
Hay, tons.....	4,388	3,959
Flour, bbls.....	156,800	217,690

MINNEAPOLIS—Reported by H. W. Moore, Statistician of the Chamber of Commerce.

Articles	Receipts	Shipments
Wheat, bushels.....	7,522,440	4,576,850
Corn, bushels.....	1,063,880	961,900
Oats, bushels.....	1,452,330	1,040,930
Barley, bushels.....	1,070,930	1,026,270
Rye, bushels.....	100,790	76,790
Flax Seed, bushels.....	459,300	299,620
Hay, tons.....	9,270	9,440
Flour, bbls.....	33,609	36,568

MONTREAL, QUEBEC, CANADA—Reported by George Hadrill, Secretary of the Board of Trade.

Articles	Receipts	Shipments
Wheat, bushels.....	124,100	114,321
Corn, bushels.....	7,979	47,491
Oats, bushels.....	98,677	126,175
Barley, bushels.....	60,134	46,825
Rye, bushels.....		
Flax Seed, bushels.....	27,461	22,926
Flour, sacks.....	86,324	31,102

NEW YORK—Reported by H. Heinzer, Statistician of the Produce Exchange.

Articles	Receipts	Shipments
Wheat, bushels.....	853,000	821,483
Corn, bushels.....	1,467,000	1,808,569
Oats, bushels.....	1,255,075	49,727
Barley, bushels.....	598,001	17,000
Rye, bushels.....	21,850	
Timothy Seed, lbs.....		100
Clover Seed, lbs.....	bgs. 913	961
Other Grass Seed, lbs.....		
Flax Seed, bushels.....	310,030	
Hay, tons.....	21,560	bbls. 5,676
Flour, bbls.....	555,632	239,196

OMAHA—Reported by F. P. Manchester, Secretary of the Omaha Grain Exchange.

Articles	Receipts		Shipments	
	1912	1911	1912	1911
Wheat, bushels.....	818,400	417,600	613,000	380,000
Corn, bushels.....	3,615,600	1,017,600	2,094,000	1,305,000
Oats, bushels.....	1,258,000	533,800	1,083,000	984,000
Barley, bushels.....	224,000	281,400	11,000	62,000
Rye, bushels.....	2,200	9,900	1,000	10,000

PEORIA—Reported by John R. Lofgren, Secretary of the Board of Trade.

Articles	Receipts	Shipments
Wheat, bushels.....	71,000	52,000
Corn, bushels.....	2,496,383	1,662,400
Oats, bushels.....	530,875	361,400
Barley, bushels.....	196,800	222,000
Rye, bushels.....	29,700	44,000
Mill Feed, tons.....	6,492	3,287
Spirits and Liquors, bbls.....	9,788	7,504
Syrups and Glucose, bbls.....	1,450	3,600
Seeds, lbs.....	210,000	120,000
Broom Corn, lbs.....	30,000	195,000
Hay, tons.....	3,111	2,366
Flour, bbls.....	187,000	168,788

PHILADELPHIA—Reported by Frank E. Marshall, Secretary of the Commercial Exchange.

Articles	Receipts	Shipments
Wheat, bushels.....	346,932	456,045
Corn, bushels.....	585,289	1,991,688
Oats, bushels.....	592,156	539,178
Barley, bushels.....	1,000	11,000
Rye, bushels.....		
Timothy Seed, bgs.....		
Clover Seed, bags.....		
Other Grass Seeds, bags.....		
Flax Seed, bushels.....	52,000	
Hay, tons.....	7,128	6,083
Flour, bbls.....	187,422	194,106

ST. LOUIS—Reported by Eugene Smith, Secretary of the Merchants' Exchange.

Articles	Receipts	Shipments
Wheat, bushels.....	951,600	1,083,500
Corn, bushels.....	3,408,000	1,810,800
Oats, bushels.....	1,608,200	1,596,300
Barley, bushels.....	14,400	231,000
Rye, bushels.....	3,300	9,900
Hay, tons.....	26,745	20,230
Flour, barrels.....	251,460	208,630

SAN FRANCISCO—Reported by Wm. B. Downes, Statistician of the Chamber of Commerce.

Articles	Receipts	Shipments
Wheat, centals.....	217,651	145
Corn, centals.....	7,900	176
Oats, centals.....	28,395	
Barley, centals.....	243,513	153,781
Rye, centals.....	1,080	
Hay, tons.....	8,563	1,776
Flour, bbls.....	104,596	39,405

ELEVATOR AND GRAIN NEWS

ILLINOIS.

David Kilgore has sold his grain business at Chester, Ill., and will buy a farm.

Farmers around LaMoille, Ill., are organizing a co-operative elevator company.

The Farmers' Elevator at Norris, Ill., has installed a new gasoline engine.

Hendrix Brothers took possession of Lisenby's elevator at Lane, Ill., March 1.

James Matthews, Round Grove, Ill., has installed a Constant Chain Feeder outfit.

I. F. Duvall, of Taylorville, Ill., has bought an elevator at Maroa, Ill., for \$15,000.

The Farmers' Elevator Co., of Hartsburg, Ill., have decided to open a lumber yard.

The Churchill Elevator at Dimmick, Ill., has been sold to a number of farmers of the vicinity.

H. I. Miller has installed a Western Mill Sheller, made by the Union Iron Works, at his plant in Ottawa, Ill.

The Dum & Eversole Elevator, at Essex, Ill., is now owned by W. H. Dum, as his partner has sold out to him.

It is reported that Alexander Haley will rebuild the elevator at Marley, Ill., which was burned to the ground recently.

The Farmers' Grain & Coal Co., Saybrook, Ill., has filed notice of an increase in its capital stock from \$10,000 to \$12,000.

George J. Baskerville, Symerton, Ill., has bought a 2 A Western Portable Sheller from the Union Iron Works, Decatur, Ill.

Frank Hood, Beardstown, Ill., has purchased a 2½ A Western Portable Sheller, made by the Union Iron Works, Decatur, Ill.

Subscriptions are being taken for a farmers' elevator to be built at Panola, Ill. Nothing definite about the project is known.

The Model Mills, McLeansboro, Ill., have placed their order for a No. 16 Western Warehouse Sheller, made by the Union Iron Works.

Dare & Layton, of Chesterville, Ill., installed one No. 15 U. S. Corn and Oats Cleaner, made by the B. S. Constant Co., Bloomington, Ill.

The Union Iron Works of Decatur, Ill., have furnished the equipment for the new elevator at Rollo, Ill., being built for Alvin Kaminky.

The Rio Grain Co., Rio, Ill., has been incorporated with a capital stock of \$7,000, by Frank Mead, Arthur J. Edgar and Arthur Robertson.

The Harris Grain Co., Harris, Ill., has been incorporated with a capital stock of \$6,500, by C. O. Gillespie, Fred A. Nash and J. C. Doyle.

Brittan Jewett has bought the land adjoining the elevator at Shirland, Ill., from S. W. Zahm. Mr. Jewett bought the elevator a short time ago.

S. Crumbaugh, Leroy, Ill., has installed a 6½ foot Safety Platform Wagon Dump, the kind manufactured by the B. S. Constant Co., Bloomington, Ill.

The Kasbeer Farmers' Elevator Co., Kasbeer, Ill., has been incorporated with a capital stock of \$6,000, by George Stannard, Peter Paulson and Sanford Stiles.

The Rutland Farmers' Grain & Supply Co., Rutland, Ill., has been incorporated, with a capital stock of \$2,000, by John P. Ford, Lewis Farer, and L. E. Ingram.

A new elevator will be built at Haldane, Ill., this spring. Ross Hedrick is president of the new company, William Plum treasurer and Henry Newcomer, secretary.

The Tallula Farmers' Elevator Co., Tallula, Ill., has installed a Constant Feeder Outfit. The machinery was furnished by the B. S. Constant Co., Bloomington, Ill.

The El Paso Elevator Co., El Paso, Ill., installed a labor-saving device, a Constant Safety Ball Bearing Man-lift, manufactured by the B. S. Constant Co., Bloomington, Ill.

The Meadows Farmers' Elevator Co., Meadows, Ill., has decided not to accept any offers of sale made them by the elevator men at Meadows, but will probably build for themselves.

B. F. Schwartz & Son, Urbana, Ill., are erecting an elevator at Matthews, Mo., which will be equipped throughout with Western Machinery made by the Union Iron Works.

The Rees Farmers' Elevator Co., Rees, Ill., has been incorporated with a capital stock of \$6,500. The incorporators are Charles D. Randsdell, Dennis Whalen and W. E. Douglas.

The farmers in the vicinity of Wendel, Ill., have decided to erect an elevator at Wendel. Stock will be issued and in the near future the plans for the elevator will be fully decided upon. At present

\$5,500 in stock has been subscribed. George Wendel, W. P. Gross and others are organizing the company.

The Farmers' Grain & Supply Co., Annawan, Ill., has been incorporated with a capital stock of \$12,000. William Schuette, Mell Powell and James C. Bishop are the incorporators.

The Model Mills, McLeansboro, Ill., included a 38-foot Constant Safety Ball Bearing Man-lift with their equipment. Nordyke & Marmon of Indianapolis, Ind., had the contract.

The Utica Elevator Company of North Utica, Ill., has been incorporated with a capital stock of \$12,000. George M. Reynolds, A. C. White and A. O. Esmond are the incorporators.

The Shellabarger Elevator Company, of Forsythe, Ill., have added to their equipment a No. 14 Western Regular Warehouse Sheller, made by the Union Iron Works, Decatur, Ill.

The Tampico Farmers' Elevator Co., Tampico, Ill., has been incorporated with a capital stock of \$10,000. J. S. Johnson, John J. Wetzell, and E. W. Meredith are the incorporators.

As soon as weather permits work will start on a small elevator at Ticona, Ill. The house will cost about \$600 and will be located about 200 feet from the C. B. & Q. right of way.

The Farmers' Elevator Company of Alexander, Ill., has been incorporated with a capital stock of \$10,000. Jacob Spieldoch, T. M. Harris and J. G. Gann are at the head of the enterprise.

The Farmers' Elevator Company of Sandwich, Ill., has been incorporated. The company is capitalized at \$10,000. The incorporators are August Otto, George E. Gifford and E. Raspeller.

The Farmers' Elevator Co., Watseka, Ill., has decided to build a larger elevator. The new house will probably have a capacity of 40,000 bushels and will be erected on the same site as the old one.

H. H. Bossard of Woodstock, Ill., has admitted Edwin F. Meyer into partnership in his grain business. The firm will be known as Bossard & Meyer and will carry on a general grain and feed business.

The McFadden Grain Company of Havana, Ill., have nearly completed plans for their new elevator to be built at Poplar City, Ill., in the spring. It is to take the place of the house that was destroyed by fire last fall.

John Reichard, owner of an elevator at Urbana, Ill., has bought the S. W. Love Elevator at Urbana and is now in possession. The old elevator has a capacity of 15,000 bushels and the newly acquired one of 25,000.

Edwin Beggs of Ashland, Ill., will rebuild the elevator which was recently destroyed by fire. Work will be begun as soon as possible. The new house will be larger than the old one and will be lighted and run by electricity.

The Illinois Valley Grain Co., Utica, Ill., are remodeling their house, including in their equipment a No. 14 Western Warehouse Sheller and a No. 0 Western Rolling Screen Cleaner, made by the Union Iron Works, Decatur, Ill.

A farmers' elevator company is being formed at Henning, Ill. About 75 farmers are interested in the venture. Peter Vandervoort, Henry Matthews, A. W. Lane, Elias Smith, and Frank A. Renz are at the head of it for the present.

The Green Oak Farmers' Elevator Co., Green Oak, Ill., has filed articles of incorporation with the Secretary of State. The company is capitalized at \$4,000. Charles D. Carlson, James Donnelly, and T. J. Vickery are the incorporators.

The Drummond Grain Co., Drummond, Ill., has been organized and will probably be incorporated within a short time. The company will build an elevator at Drummond probably as soon as the company is incorporated. Most of the stock has been subscribed for.

About fifty farmers, living in the vicinity of Clements, Ill., are agitating for a farmers' elevator company. Thomas Oxley is at the head of a committee to canvass the farmers and to select a site for the house, which will probably be built in Clements. The company expects to be incorporated with a capital stock of \$7,000.

Farmers about Sheffield, Ill., have organized an elevator company and have incorporated as the Sheffield Farmers' Grain Co., with a capital stock of \$10,000. L. C. Haughton, J. B. McKee and Charles Hill were the incorporators. An elevator will be built at or near Sheffield, Ill. Formerly all the grain in that region had to be hauled more than ten miles to a market.

Secretary Strong, of the Illinois Grain Dealers' Association, reports the following changes in Illinois: George W. Cole to George Long, Bushnell, Ill.; J. F. Leising to John G. Siemsen & Co., Goodenow, Ill.; Clandon Brothers to E. D. Risser, Ludlow, Ill.; J. M. Ernst to P. W. Poorman, Humboldt, Ill.; J. S. Lisenby to Hendrix Brothers, Lane, Ill.; Jacobson, Beall & Co. to Finson-Beall Grain Co., Monticello, Ill.; M. P. Ferris to Farmers' Grain Co., Manhattan, Ill.; Shearer Grain Co. to Farmers' Grain Co., Fair-

bury, Ill.; and the Farmers' Grain Co. at Arrow-smith, Ill., reorganized.

Farmers about Atkinson, Ill., are organizing a farmers' elevator company. The amount to be raised is \$15,000, of which \$10,200 is already raised. The farmers claim that 500,000 bushels of grain is marketed at Atkinson every year. As soon as the required amount is subscribed the stockholders will be given notice and the company will be organized.

Incorporation papers for the Farmers' Grain Company at Armington, Ill., have been issued. The company has been capitalized at \$5,000 and John R. Potter, Frank Pratt, and W. E. Verry are at the head of the company. The organizers are all residents of Armington and are connected with the Farmers' State Bank, recently started at that place.

The Joliet Grain Co., Joliet, Ill., has let the contract for the construction of their elevator at Joliet to the Burrell Engineering & Construction Co., Chicago. Work has already started on the house and it will be completed in about 60 days. In addition to the elevator proper, which will be of 25,000 bushels capacity, a complete feed grinding outfit will be installed. The total cost will amount to \$6,250. The motive power will be electricity and there will be separate motors for each set of machinery. The latest and most improved scales will be installed.

SOUTHERN AND SOUTHWESTERN.

M. A. Green will rebuild the burned elevator and mill near Columbia, Tenn.

S. W. Godbold has bought an interest in the Texas Grain Co., Fort Worth, Texas.

Business men of Columbia, N. C., are agitating for a grain elevator for Columbia.

Frank J. Pazourek has bought a half interest in the Richland Elevator at Yukon, Okla.

The B. Strong Grain & Coal Co., Conway Springs, Kan., has established a branch at Oklahoma City, Okla.

The Arrington Grain & Grocery Co., Rome, Ga., has bought the business of the Porter Co., grain dealers at Rome.

F. W. Wilson of Russellville, Ky., has purchased a Western Mill Sheller manufactured by the Union Iron Works, Decatur, Ill.

The St. Bernard Hay & Grain Co., St. Bernard, La., has been incorporated with a capital stock of \$3,000. W. E. Gillis is the chief stockholder.

E. E. Wart, one of the proprietors of the Orient Grain Co., Sweetwater, Texas, has sold his interest in the business to C. D. Simpson, his partner.

The Shaw Elevator Co., Shaw, Miss., has been capitalized at \$10,000. It was incorporated by A. B. Atkinson, George H. Stevens, R. C. Dent and others.

The Kentucky Elevator Co. has filed an amendment to its articles of incorporation at Louisville, Ky., increasing its capital stock from \$150,000 to \$200,000.

The Fort Worth Elevators Co., Fort Worth, Texas, has filed an amendment to its articles of incorporation increasing its capital stock from \$150,000 to \$250,000.

The P. H. Pelkey Construction Co., Wichita, Kan., have secured the contracts for the erection of elevators at Bici and Carmago, Okla. Each will have a capacity of 9,000 bushels and will cost \$4,500 when completed. They will be completed in about two months.

The Sandoz-Suberbielle Co., New Iberia, La., has been organized. The company is capitalized at \$25,000 and will carry on a general grain and feed business. Gordon A. Sandoz is president of the company, and Y. P. Suberbielle is secretary and manager.

G. E. Strickland of Concord, Ga., has made a proposition to the farmers of the vicinity and says that he will provide storage facilities for all the corn they will raise and will take all corn delivered to him at the market price. He is urging the farmers to reduce their cotton acreage.

The Itta Bena Compress Co., Itta Bena, Miss., has amended its articles of incorporation to allow the company to do a general grain business and to engage in corn milling. The capital stock of the company will be increased about \$30,000, and the new branch of the business will be run separately from the compress business.

Anderson & Spillman, Danville, Ky., are starting the erection of a modern elevator which will be equipped throughout with Western Machinery, made by the Union Iron Works, Decatur, Ill., including a No. 33 Gyrating Cleaner, a No. 24 Pitless Sheller, three Chain Feeders, rope drives, man-lift, automatic scale, friction clutches, and ball bearing turn-heads.

H. B. Pitts of Marshall, Texas, has finished all arrangements for building a mill and elevator at Longview, Texas. The building will be on the right of way of the Texas & Pacific Railroad, and will have a track frontage of 200 feet and a 300-foot frontage on the street. The house will be 70 feet

high and will be equipped with the most modern machinery.

I. Bashinski has offered to build a grain storage at Dublin, Ga., provided some of the citizens of the town invest an amount equal to what he will put in the business.

The Brooks & Clark Warehouse Co., Crowley, La., have drawn up plans for the new rice warehouse that they will erect on the site of the one recently burned. It will be completed in time for the 1912 crop of rice.

MISSOURI, KANSAS AND NEBRASKA.

J. Johnson has bought the Farmers' Elevator at Wherry, Kan.

Orville McClintock has bought M. F. Hackett's elevator at Fairfax, Mo.

Forbes Brothers are now running the Kiro Elevator at Topeka, Kan.

Green & Maxwell have sold their grain business at Monroe, Mo., to Tooley & Dawson.

The Roca Grain & Coal Co., Roca, Neb., has installed an automatic scale and a wagon scale.

Karl Ehrlich has bought the old mill at Marion, Kan., of J. B. Greer and will use it for storage.

J. C. Bradley has installed a No. 14 Western Warehouse Sheller in his plant at Rossville, Kan.

Mitchell Brothers have installed a No. 5 Western Warehouse Combined Sheller in their plant at St. Joseph, Mo.

Hayes Barber of Winfield, Kan., will erect a 10,000-bushel elevator at Rock, Kan., before the new crop is moving.

L. P. Schrader has bought the grain and feed business of M. G. Patterson, who died recently, at Clay Center, Kan.

J. Jacobson of Formosa, Kan., will remodel his elevator this spring and add new automatic scales and cleaning machinery.

Carter, Shepherd & Co., Center, Mo., have sold their interest in the elevator at Center to J. R. Smith and E. W. Keithly.

The Farmers' Elevator Co., Dameron, Mo., have installed a No. 13 Western Warehouse Sheller in their house at Dameron.

O. J. Lehrack, Kansas City, Mo., has purchased a No. 13 Western Warehouse Sheller made by the Union Iron Works, Decatur, Ill.

R. A. Braik of Erie, Kan., has completed a new elevator at Kimball, Kan., to take the place of the elevator burned last September.

The new elevator of the Detroit Elevator Company, Detroit, Kan., is nearly completed and will be in operation within a few weeks.

The Macdonald Engineering Co. of Chicago, Ill., installed a 77-foot Constant Safety Ball Bearing Manlift for the Saxony Mills, St. Louis, Mo.

H. F. Hess is contemplating building an addition to his elevator at Brenner, Kan., next summer. He will add a new sheller and other machinery.

The Tebbetts Mill & Elevator Co., Tebbetts, Mo., has been incorporated with a capital stock of \$12,000 by H. N. Roberts, S. C. Southern, and W. R. Hord.

Walton, Kan., is to have a new grain elevator. A mutual company will be formed with a capital of \$8,000. Half that amount has been subscribed already.

A farmers' company is being formed at Craig, Mo., for the purpose of building a grain elevator. The company will incorporate with a capital stock of \$10,000.

The 6,000-bushel elevator of George Garrison at Towanda, Kan., was put in operation the first part of the month. It was completed the latter part of February.

The J. C. Lysle Milling Co., Leavenworth, Kan., has let a contract to the Barnett & Record Co., Minneapolis, for the erection of concrete grain tanks for storage.

The Scruby Brothers' Grain & Implement Co., Chillicothe, Mo., have installed a No. 24 Western Pitless Sheller, made by the Union Iron Works, Decatur, Ill.

The Pelkey Construction Co. of Wichita, Kan., have just finished a 15,000-bushel elevator for Whitney & Sebring of Topeka, which is located at Delia, Kan. The cost was \$5,800.

The Barnett & Record Co., of Minneapolis, Minn., has been awarded contracts for the erection of elevator capacity for 240,000 bushels for the Kansas Milling Co., Wichita, Kan.

A. D. Robinson of Spring Hill, Kan., has plans ready to submit to the Frisco road in order to get them to give him a switch to his elevator. He is making an effort for better shipping facilities.

The William Kelly Milling Co. will erect a 100,000-bushel elevator in Hutchinson, Kan. It will be composed of two reinforced concrete tanks, 80 feet high, joined together and equipped with the latest devices for quick handling. Material for the work is being

shipped to Hutchinson and work will start as soon as possible.

The Wellington Mill & Elevator Co., Wellington, Kan., have specified a No. 24 Western Pitless Sheller, made by the Union Iron Works, to be installed in their new elevator which is under construction.

B. F. Swartz & Son of Urbana, Ill., have begun the erection of a modern elevator at Matthews, Mo., which will be equipped throughout with Western machinery, made by the Union Iron Works of Decatur, Ill.

The Juniata Grain & Live Stock Association will build a new 20,000-bushel elevator at Juniata, Neb., on the Burlington road. This will give them two elevators at that point, as they already have one on the Missouri Pacific.

The East Prairie Milling Co., East Prairie, Mo., have placed their order with the Union Iron Works, Decatur, Ill., for a No. 33 Western Gyrating Cleaner and an 18 inch, 45 horsepower double arm Western Friction Clutch Coupling.

Andale, Kan., a small town near Wichita, is to have a concrete elevator costing between \$15,000 and \$20,000, this spring. The Farmers' Elevator Co. of Andale is building the house. Pelkey of Wichita will build the elevator.

Charles Kerr of Asbury, Mo., overhauled his elevator recently, the work being done by the Barnard & Leas Manufacturing Co., Moline, Ill. A Constant Sheller feed outfit, made by the B. S. Constant Co., Bloomington, Ill., was installed.

It is rumored that a terminal grain elevator will be built in St. Joseph, Mo., within a few months. R. R. Clark is at the head of the movement of the local board of trade to secure the funds for the elevator. Bankers of the city will give the terminal elevator financial backing.

The Barnett Elevator Co., Barnett, Mo., has filed articles of incorporation. The capital stock is \$5,000 and the incorporators are W. T. Miller, W. A. Houston, E. A. Williams, J. B. Ronton and C. L. Hatler. The company will erect an elevator with a capacity of 15,000 bushels costing \$5,000.

The Kreeck Grain Co., Lawrence, Kan., have finished their new 20,000-bushel elevator at Lawrence. The Great Western Manufacturing Co., of Leavenworth, Kan., installed the machinery, among which was a 32-foot Constant Safety Ball Bearing Manlift, made by the B. S. Constant Co., Bloomington, Ill.; a No. 24 Western Pitless Sheller and a No. 34 Western Mill Sheller, made by the Union Iron Works, Decatur, Ill.

MINNESOTA AND WISCONSIN.

A farmers' elevator will be built at Winger, Minn., during the summer.

The C. N. Ry. Co. has announced that it will build an elevator at Duluth.

Farmers at Janesville, Minn., are organizing a co-operative elevator company.

Farmers about Emmons, Minn., are agitating for a farmers' elevator company.

Brown Brothers will erect a produce warehouse at Osakis, Minn., in the summer.

Farmers at Alden, Minn., are subscribing for stock in a co-operative elevator company.

Hallock business men and farmers are planning a co-operative elevator for Hallock, Minn.

The Kilkenny Grain Co., Kilkenny, Minn., has installed a grain cleaner in the elevator.

The Farmers' Elevator Company at Alexandria, Minn., will erect an elevator in the spring.

The Sage Elevator at Kasota, Minn., has been opened by Edward Vernon, who will operate it.

The Lee Elevator Co., at Perley, Minn., is said to be about to reorganize on the co-operative plan.

Emil Hautebrook will erect a concrete and steel elevator at Green Bay, Wis., early in the summer.

The Van Dusen-Harrington Co. is planning to build a new elevator at Amiret, Minn., in the spring.

The Farmers' Elevator Co. at Renville, Minn., has bought the Peavey Elevator and is fitting it up to operate.

The H. M. Johnston Co., potato and grain dealers, will build a large warehouse at Reedsburg, Wis., in the spring.

The Jefferson Brewing Co., Janesville, Wis., will probably erect an elevator in or near Janesville this summer.

Peter Kraker of Albany, Minn., contemplates building a produce warehouse and elevator at Eveleth, Minn.

The Imperial Elevator Co. has decided to reopen the elevator at Beltrami, Minn. N. S. Byington will be their agent.

The Farmers' & Merchants' Supply Co., of Minnesota, are considering building a \$6,000 elevator in the summer.

The Farmers' Grain & Trading Co., Grove City, Minn., has been incorporated with a capital stock of \$20,000. The incorporators are O. L. Thoen, William P. Nelson, G. W. Carlson, Perry Pearson, Al-

bert Waylander and others. The company will build or buy an elevator at Grove City.

The Glencoe Farmers' Elevator, Live Stock & Produce Co., Glencoe, Minn., has been organized and stock is being sold.

Hubbard & Palmer's elevator at Winnebago City, Minn., has been enlarged and is now carrying a full line of feeds and flour.

The Great Western Elevator Co., Minneapolis, Minn., is said to be contemplating building an elevator at Dundas, Minn., in the spring.

Edward Trondall has bought the elevator at Wood Lake, Minn., formerly the property of Mersman Brothers, and is tearing it down.

The Wisconsin Milling Co., Menomonee, Wis., has installed a No. 16 Western Warehouse Sheller made by the Union Iron Works, Decatur, Ill.

The Canadian Northern Railway will build an elevator with a 1,000,000-bushel capacity at Duluth. The work will begin early in the spring.

A number of farmers about Middle River, Minn., headed by William Keopp and Andrew P. Nelson, are organizing a co-operative elevator company.

The Sorenson Grain Co., Duluth, Minn., has been dissolved, Hans Sorenson retiring from the partnership. Samuel Hoover will continue the business.

About 150 farmers living near Kasson, Minn., will organize a co-operative elevator company. Preliminary plans have been made and stock is being subscribed.

The farmers of Nunda, Minn., and vicinity are organizing an elevator company and will incorporate as soon as a sufficient amount in stock has been subscribed.

C. L. Todd, of Slayton, Minn., is going to build an elevator at Pemberton, Minn., as soon as the weather will permit the starting of the concrete foundation work.

M. J. Solum and P. P. Solum have bought the Great Western Elevator at Hitterdahl, Minn., for \$4,200. The new firm will operate under the name of the Solum Elevator Co.

The farmers at Karlstad, Minn., are in favor of renting the mill elevator for a year and putting off building a new house until it is seen whether the company will be a success or not.

Farmers and business men of Hartland, Minn., are organizing a co-operative elevator company. About \$2,500 in stock has been subscribed. The company will probably incorporate for \$5,000.

Axel Newdall, who recently bought and remodeled the elevator at Cobden, Minn., has installed a feed mill and later, in the summer, intends to install a roller process feed mill in the elevator.

The Commercial Club, Breckenridge, Minn., is at work organizing a farmers' co-operative elevator company for the town. It is probable that a company will soon be incorporated and an elevator built.

Manager L. Hill of the Farmers Stock & Grain Co., Caledonia, Minn., will go into the grain business in Caledonia for himself, April 1. He has bought the Black Elevator which is now being fitted up for occupancy.

A combined warehouse and elevator will be built at Forada, Minn., in the summer by about 80 farmers of the vicinity. The stock in the company is being subscribed and the farmers intend to incorporate soon.

B. N. Anderson has been elected president of the new Farmers' Elevator Co., at Hartland, Minn. The company will capitalize for \$15,000. They will either buy or build an elevator. That matter will be decided in a short time.

A stock company has been formed to take over the property of the late Peter Schroeder at Perham, Minn., consisting of two elevators, a flour mill, and other buildings and land. The company will incorporate for \$100,000.

Marshall & Hammel, grain and produce dealers of Appleton, have incorporated with a capital of \$100,000. The firm owns elevators in Appleton, Little Chute, and Kaukauna, Wis. The firm is composed of David F. Hammel, Simon Marshall, and Louis J. Marshall.

No action has been taken as yet by the Farmers' Milling Co., Litchfield, Minn., in regard to the proposed elevator. A committee has been appointed to look into the project which includes the erection of an elevator next to the company's mill and the construction of a side track.

The Campbell-Hodgson Grain Co. has opened the old Duluth Elevator at Willmar, Minn. Two prizes were offered, one for the largest load brought to the elevator the opening day and the other for the load brought the longest distance. Lunch was served to all customers on the opening day.

A change has been made in the firm of Lyon Brothers & Co., of Marinette, Wis. P. J. Linden has withdrawn from the elevator and grain business at Marinette and Menominee, and will conduct the mercantile business of the firm at Sawyer.

Lyon Brothers will be in complete charge of the elevator, coal, feed and dock business.

The elevator and feed store at Prior Lake, Minn., the property of the late Michael Costello, have been opened by James Costello, formerly of Cenralia, Wash.

C. J. Estlund, Frank Kiene, and Andrew Carlson of Kennedy, Minn., are at the head of an effort to organize a farmers' co-operative grain company at Kennedy.

To enlarge the storage facilities at Superior, Wis., which have been taxed by the entrance of so much bonded grain, Elevator X, which has been shut down since 1909 will be re-opened. Grain is coming into Duluth and Superior at the rate of 150 cars a day with a prospect of 175 cars a day when the weather moderates.

WESTERN.

Albers Brothers are to erect a grain warehouse in Seattle, Wash., at a cost of about \$50,000.

W. T. Warren of Lake Wilson, Minn., is said to be contemplating building a grain elevator at Twin Bridges, Mont.

The Society of Equity at Judith Gap, Mont., is contemplating the erection of a co-operative elevator at Judith Gap.

John Walbert and George Cook are interested in an elevator which will be erected this spring at Willow Creek, Mont.

J. F. Younglove, of Sioux City, will build a large grain elevator at Pocatello, Idaho, the site for which has been selected.

McCabe's Elevator at Cut Bank, Mont., is being remodeled and refurnished. New conveyors and grain handling machinery are being installed.

The elevator of the Frontier Milling & Elevator Co., of Cheyenne, Wyo., which was located at Pine Bluffs, until destroyed by fire a short time ago, will be rebuilt at once upon a larger scale.

The Columbia Grain Co. is erecting a warehouse at Mansfield, Wash., to replace the one that recently collapsed. The new structure will be 50 by 100 feet and will be equipped for handling grain.

The Commercial Club of Twin Bridges, Mont., is planning to build a grain elevator at Twin Bridges. The club will interest the farmers of the vicinity in the proposition and form a co-operative company.

The Salt Lake County Poultry Association, Salt Lake City, Utah, is planning to build a grain elevator at Murray, Utah, to cost \$15,000. The association will form a stock company and incorporate.

The firm of Carver & Sears, grain dealers of Centralia, Wash., has been dissolved. W. H. Carver has sold his interest to Benjamin Sears and Thomas Rowswell. The firm will hereafter be known as Sears Brothers and Rowswell.

The Globe Grain & Milling Co., San Pedro, Cal., will erect four concrete grain elevators at the docks at San Pedro within the next six months. The elevators will have a capacity of 4,000 tons of grain and will be equipped with suction tubes for unloading grain from the holds of vessels. The company has secured a 25-year lease on a large dock and wharf frontage and will build during the summer. The company plans to operate one or two grain steamers from Portland, Ore. The elevators will cost \$45,000.

CANADIAN.

The machinery for the new harbor elevator No. 2 at Montreal is being installed.

The Prince Rupert Grain Exchange has been incorporated at Prince Rupert, B. C.

It is reported that the Pincher Creek Mill & Elevator Co., Pincher Creek, Alta., are negotiating for the sale of their plant to the Ogilvie Milling Company.

The Canadian Pacific will double the capacity of Elevator D at Fort William, Ont., which will mean an increase of 2,000,000 bushels. The company intends to build a \$2,000,000 hospital elevator also.

Farmers at Gadsby, Alta., will soon form a co-operative elevator company. Stock is being subscribed for and the company will probably be incorporated soon.

The Saskatchewan Flour Mills Co., Moose Jaw, Sask., has bought the mill and elevator of the Calgary Milling Co., Calgary, Alta., and also the company's elevators at Granum and Wetaskiwin. The price paid is said to have been \$450,000.

It is said that the International Milling Co. of Minnesota, New Prague, Minn., has selected a site for a 5,000-barrel flour mill and large terminal elevators at Port Mann, Vancouver. B. C. Construction work will not start before 1913.

A delegation of western grain growers have asked the Canadian government to build terminal elevators at Vancouver, B. C. At present Vancouver has no elevator facilities at all. The proposal is that the government erect a 250,000-bushel elevator at the start, so built that it could be enlarged if necessary. The wheat raisers are anxious for elevator

facilities in the West, on account of the Oriental trade, and the possibilities of trade when the Panama Canal is opened.

Farmers about Kenaston, Sask., are promoting the organization of a co-operative elevator company. About 150 shares have been subscribed, and as soon as 165 are taken application will be made for a 30,000-bushel elevator, under the Saskatchewan Act.

The John S. Metcalf Co., Chicago and Montreal, has made a contract for the erection of a reinforced concrete addition to the 2,000,000-bushel elevator at Port McNicoll, Ont. The original elevator capacity will be doubled by the new addition. The old house was built only a year ago.

The Canadian Government has decided to lease two elevators at Fort William as an experiment to learn if government ownership can be successful from all standpoints. Two Canadian Pacific elevators will be leased and it is these that the company plans to replace by the new addition to Elevator D.

The Ontario Elevator Co., Toronto, Ont., has been incorporated, with a capital stock of \$1,000,000. A syndicate of five Toronto and Buffalo capitalists form the company. The elevator will cost about \$1,000,000 and will have a capacity of about 2,000,000 bushels. The site has good wharf facilities and switch service.

The Mooney Seed Co., Regina, Sask., has bought the elevator of the Winnipeg Elevator Co., at Regina for the sum of \$20,000. The elevator has 29 bins, but will be remodeled so there will be 42 bins. New cleaners are being installed at present. The elevator has a capacity of 70,000 bushels and is the largest in Regina.

The Grand Trunk Pacific has decided to enlarge its elevators at Fort William, Ont., at a cost of \$500,000. Construction has been started and the work will probably be finished by August 15. Altogether 116 bins will be built, adding a capacity of 2,532,500 bushels to the elevators, making a total of 6,000,000-bushels storage room.

THE DAKOTAS.

J. C. Cahill has sold his elevator at Albee, S. D.

A movement is on foot at Dwight, N. D., to build a farmers' elevator.

The Farmers' Elevator Co., Onaka, has been incorporated at Onaka, S. D.

There is a movement on foot at Dwight, N. D., to build a farmers' grain elevator.

Farmers about Dwight, N. D., are agitating for a farmers' co-operative elevator company.

Otto Raben has sold his grain business at Farmingdale, S. D., to Lee Hibbs, who has taken possession.

The old Sleepy Eye Elevator at Rockham, S. D., has been sold to the Farmers' Elevator Co. of Rockham.

George P. Sexauer & Son, Brookings, S. D., have installed a Western Mill Sheller, made by the Union Iron Works, Decatur, Ill.

The Doane-Sear Co. will build an elevator at Winnetonka, S. D., this summer and have it completed in time to handle the new crop.

The stockholders of the Farmers' Elevator Co., at Geddes, S. D., whose house was recently destroyed by fire, have voted to build a new 38,000-bushel elevator.

The Farmers' Equity & Trading Co., of Wahpeton, N. D., has been organized with a capital of \$10,000. The directors are C. Ness, John Richels, H. E. Chizek and others.

Work on the reinstallation of machinery and repairs in the Russell-Miller Elevator at Beach, N. D., recently gutted by fire, is completed and the elevator is now operating. Electric motors have been installed.

The Farmers' Elevator Co., of Fairview, N. D., has been organized and \$3,000 in stock has been subscribed already. The officers of the company are Henry Curtis, president; Maxwell Madbury, secretary; and Robert Kunze, treasurer.

The equity Elevator & Trading Co., Grace City, N. D., has been incorporated with a capital stock of \$20,000. W. T. Buck, John Topp, and others are the incorporators. As soon as the railroad tracks are laid an elevator will be built at Grace City.

The Van Dusen-Harrington Co., Minneapolis, has taken over the North Dakota business of the Atlas Elevator Co., the National Elevator Co., and the Interstate Grain Co., in which transfer is included fifty elevators. They have deposited a bond with the state railway commission.

The Farmers' Union Grain Co. of Stratford, S. D., is the name of the organization that has taken over the six elevators of the South Dakota Farmers' Elevator Co. of Verdon, S. D., which were ordered sold by the court, following the shortage of W. B. Roby, manager of the company, which forced the company into bankruptcy. The new company is made up of creditors of the old company. The elevators purchased at the sale are located at Nahon,

Stratford, Randolph, Brentford and Verdon, S. D., two elevators being located at the latter place. The price paid for the property was \$20,600. There were two other bidders for the property, the Eagle Roller Mill Co., of New Ulm, Minn., and the Bagley Elevator Co. The stocks of the elevators were also taken over at a total price of \$3,000. E. S. Nelson is president of the new company; George Dixon, vice-president; F. D. Crandall, treasurer, and W. E. Waller, secretary.

OHIO, INDIANA AND MICHIGAN.

George J. Ulrich has bought the grain elevator at Ridgeway, Ohio, for \$11,000.

J. W. Simmons has sold his elevator at Dawson, Ohio, to H. I. Staley of Quincy, Ohio.

George T. Moore, Good Hope, Ohio, has placed his order for a No. 34 Gyrating Cleaner.

Farmers at Hamler, Ohio, are organizing and will soon form a Farmers' Elevator Company.

The North Manchester Milling Co., North Manchester, Ind., have purchased a Western Mill Sheller.

J. P. Burroughs & Son of Flint, Mich., have purchased a Hess Drier for use in drying beans and grain.

Byron Leiby, Sharon Center, Ohio, has installed a No. 5 Western Warehouse Combined Sheller in his elevator.

J. L. Rouze is planning to build a grain elevator at Risingsun, Ohio, on a site offered by the Hocking Valley Railway.

Goodrich Brothers, Winchester, Ind., have installed a No. 3 U. S. Corn Sheller in their elevator at Malden, Ind.

The Sparta Grain Company, Sparta, Mich., has filed notice of an increase in its capital stock from \$10,000 to \$12,000.

The Cotterman & Co. elevator at Eaton, Ohio, has been sold to C. W. Conley. He proposes selling it to Clement White of Eaton.

Harry Hughes of Hughes, Ohio, has installed a No. 24 Western Pitless Sheller, made by the Union Iron Works, Decatur, Ill.

Zook Brothers, Logansport, Ind., have installed a Western Mill Sheller, manufactured by the Union Iron Works, Decatur, Ill.

Buckley Brothers, Wilmington, Ohio, have purchased a No. 13 Western Warehouse Sheller from the Union Iron Works, Decatur, Ill.

Pruitt & Clark have purchased the site of the burned Charles Lee Elevator at Cyclone, Ind., and will build a \$10,000 elevator there.

Kelly & Betts, Talbott, Indiana, have placed their order for a No. 33 Western Gyrating Cleaner with the Union Iron Works, Decatur, Ill.

Over \$7,000 in stock has been subscribed for a farmers' elevator company at Holgate, Ohio. The company will buy an elevator in Holgate.

Farmers at Malinto, Ohio, have subscribed about \$3,000 toward a co-operative elevator. The company will incorporate and either buy or build.

The Woodbury-Elliott Grain Co., of Muncie, Ind., have installed a 28-foot Constant Safety Ball Bearing Man-lift in their elevator at Radley, Ind.

The Fletcher Grain Co., Fletcher, Ohio, has sold its elevator to O. F. Furrow of Fletcher. The elevator will be closed and probably dismantled.

Dr. E. J. Reed has retired from the Reed-Bear Grain Co., leaving Earl C. Bear sole proprietor. He will operate as the Bear Grain Co., Hicksville, Ohio.

The Brady Grain Co., of Payne, Ohio, have installed a No. 2 All Iron U. S. Corn Sheller, manufactured by the B. S. Constant Co., Bloomington, Ill.

D. C. Austin of Clarksville, Ohio, has equipped his elevator with a Constant Ear Corn Feeder Outfit, made by the B. S. Constant Co., Bloomington, Ill.

The stockholders of the Grelton Farmers' Elevator Co., Grelton, Ohio, will soon decide on a proposition to erect grain elevators at Malinta and Elery, Ohio.

The Sterling Grain Co., Sterling, Ohio, has been incorporated with a capital stock of \$15,000, by George Weidinger, Charles W. Rife, C. M. Neff and others.

A number of farmers at Elery, Ohio, are forming a company and will probably take over the elevator of F. G. Arps, who, it is said, has offered the house for sale.

Speiser & Schwartz have entered the grain business at Middleton, Ohio, and have purchased a building on the canal, which will be completely remodeled.

The Holmes Grain Co., of Marlette, Mich., have added to the efficiency of their elevator equipment by the purchase of a Hess Drier for drying beans and grain.

The Spencer Grain Elevator Co., Troy, Ohio, is contemplating moving its grain elevator at Farrington, Ohio, about 400 feet. The traction company, on whose line the elevator stands, wants to correct

a curve in the tracks, and the elevator will be moved to the other side of the new location of the line.

A Hess Drier, made by the Hess Warming & Ventilating Co., Chicago, Ill., has been installed by S. M. Isbell & Co., Jackson, Mich., for drying beans and grain.

The sale of stock in the Farmers' Elevator Co., at Pleasant Bend, Ohio, is being pushed rapidly. The farmers expect to buy the Morrison & Thompson Elevator.

John J. Seibel of Decker, Ind., is planning to erect a grain elevator at Decker. A melon warehouse will be built adjoining the elevator which will have switch facilities.

In remodeling their plant at Marshfield, Ind., the Marshfield Grain Co. have installed a No. 32 Western Gyrating Cleaner, made by the Union Iron Works, Decatur, Ill.

The Merchants Hay & Grain Co., Indianapolis, Ind., has been incorporated with a capital stock of \$10,000. Louis Hitzelberger, H. M. Rudeaux and others are the directors.

The McClure Grain & Stock Co., McClure, Ohio, has filed articles of incorporation, with a capital stock of \$10,000. The incorporators are Knott Reid, George W. Blair, and others.

The grain and coal business of Boyd & Clark at Larue, Ohio, has been bought by C. Gaymer, a grain dealer of East Liberty, Ohio. He will assume charge of the business April 1.

The farmers' elevator company that is being formed at New Bavaria, Ohio, has purchased the Deitrick & Diemer Elevator at New Bavaria, and have retained the former owners as managers.

An elevator with a capacity of 15,000 bushels will be built at New Hope, Ohio, during the spring. Richards & Showalter, who recently acquired the grain business at New Hope, are building the house.

The Garrett City Coal Co., Garrett, Ind., intends to build a grain elevator in the near future. The contract has not yet been placed, but the company will probably build either steel or concrete tanks.

Among recent improvements made by the Bad Axe Grain Co., Bad Axe, Mich., was the installation of a Hess Drier, made by the Hess Warming & Ventilating Co., Chicago, Ill., for drying beans and grain.

A number of farmers about Baldwin, Ind., have had several meetings to consider the advisability of forming a co-operative elevator company. It will not be formed unless \$5,000 in stock is subscribed.

The Farmers' Grain & Supply Co., Camden, Ohio, will equip their new elevator with a No. 24 Western Pitless Sheller and a No. 33 Western Gyrating Cleaner, made by the Union Iron Works, Decatur, Ill.

Farmers in Henry County, Ohio, are contemplating the erection of grain elevators at Liberty Center, Malinta, Pleasant Bend and New Bavaria. They will be run on the co-operative plan if the organizations are effected.

The Liberty Center Grain & Stock Co., Liberty Center, Ohio, has been incorporated. The capital stock is fixed at \$15,000 and the incorporators are M. Weakley, D. L. Warner, E. H. Helmeke, Frank Ellsworth, Naman B. Yaney, and others.

About 100 farmers of White County, Ind., have bought the Hawkins Brothers' Elevator at Chalmers, Ind., and will take possession April 1. The elevator will be run on the co-operative plan. The consideration is said to have been \$12,000.

The Equity Grain & Commission Co. are arranging to build a \$10,000 elevator near the L. & N. depot in Mt. Vernon, Ind. Since the organization of the company, which is formed of farmers, the business has been moved to larger quarters twice.

The Wilcox-Huffman Co. has been incorporated at Akron, Ohio, to deal in grain and feed. The company is incorporated with a capital stock of \$100,000, and those interested are C. L. Wilcox, W. H. Huffman, M. D. Faunce, E. A. Clemens and D. A. Shriber.

The Garrison Grain Co. of North Grove, Ind., has bought an elevator at Milton Center, Ohio. Harry Garrison of Converse, Ind., will have charge of it for a short time and will then return and continue the management of the company's elevator at North Grove, Ind.

The Bellevue Farmers' Grain Co., Bellevue, Ohio, will establish a branch of their business in Monroeville, Ohio. The company has secured a building which will be remodeled and by fall the company will be buying grain at Monroeville. The elevator will be equipped with two wagon dumps and will have a complete feed grinding outfit. It will be operated as a transfer station.

The East Side Iron Elevator Co., Toledo, Ohio, has let the contract for the erection of six grain tanks of steel and concrete. These tanks will have a capacity of over 300,000 bushels and will make the company's total storage capacity about 1,500,000 bushels. The company is negotiating with the Backus estate for the purchase of 175 feet of river frontage adjoining the present plant of the com-

pany. The land was formerly occupied by the Union Elevator.

M. H. Vaughn & Sons Co., of Caro, Mich., have announced their retirement from the grain business, as they have sold their elevator and entire business to the Saginaw Milling Co., Saginaw, Mich. The business will be conducted under the style Tuscola Elevator Co.

The Lauramie Grain Co., Stockwell, Ind., has filed articles of incorporation; capital stock \$20,000. The directors of the company are Oscar Yundt, Ritchey Cloyd, T. E. Conrad, Oliver Beal, and others. They plan to buy an elevator of Finch & Morrison of Lebanon, Ind.

The Sparta Grain Co., Sparta, Mich., will erect an elevator at Sparta, to be completed April 9. The company has erected a warehouse and will probably build another warehouse after the elevator is completed. Feed grinding machinery will be installed in the elevator.

The Lock Two Grain & Milling Co., Lock Two, Ohio, near New Bremen, has bought the elevator at Kettleville, Ohio, formerly owned by Sheets & Paul. Besides this elevator the company has elevators at St. Paris, and St. Mary's, and the mill and elevator at Lock Two.

The Egly-Doan Elevator Co., Fort Wayne, Ind., will equip their new mill and elevator with one No. 2 U. S. Corn Sheller and one Feeder Outfit manufactured by the B. S. Constant Co., Bloomington, Ill. The Burrell Engineering & Construction Co., of Chicago have the contract. The equipment will also include a No. 6 Western Scalping Reel, built especially for their purpose by the Union Iron Works, Decatur, Ill.

Charles H. Little has purchased a half interest in the Little Grain Elevator at Kalamazoo, Mich., from his brother G. E. Little. The new firm of Little Brothers have bought the line of elevators owned by the W. J. Thomas Grain Co. of Schoolcraft, Mich., which includes properties at Schoolcraft, Flowerfield and Moorepark, Mich. The total storage capacity of the four elevators now owned by Little Brothers is over 100,000 bushels. The control of the new elevators cost the firm about \$50,000.

At a conference between officials of the Lake Erie & Western Railroad and T. P. Riddle, of the Northwestern Grain Dealers and Elevator Operators' Association, and A. T. Ward of the Ward Grain Co., Lima, Ohio, concerning the plans for a new elevator at Lima, Ohio, the officials suggested the erection of an elevator large enough to be used as a general shipping and release center. It was the original intention to erect a transfer, inspection and weighing station, costing about \$50,000. The new plan is to bring grain to Lima as a central shipping point, which would necessitate the expenditure of at least \$200,000 and possibly four times the amount. As yet no answer has been given to the railroad men, and the promoters state that the plan adopted depends upon the financial assistance received.

EASTERN.

Frank D. Stevens has bought the grain business of R. W. Stevens at Dana, Mass.

A grain elevator with a capacity of 45,500 bushels is being built at the Schuylkill Valley Flour Mills, Leesport, Pa.

Taylor Brothers, Camden, N. J., will install a Hall signaling Non-mixing Grain Distributor and a Hall Non-croakable Boot in their elevator.

The new elevator of the J. B. Cover Co., Lowell, Mass., is practically completed. Work on the building was stopped twice on account of the severe weather.

Byron Strickland and W. E. Day have sold their grain business at Bretton's Mills, Me., to Chesman Turner. The new owner will carry on the business at the old location.

Harry M. Kent is president and manager, and Gilbert K. Hastings is treasurer of a new grain firm at Norwalk, Conn. The firm will do business as Holmes, Keeler & Kent.

The Blaine-Mackay-Lee Co., of North East, Pa., have installed a 50-foot Constant Safety Ball Bearing Man-lift, special size, manufactured by the B. S. Constant Co., Bloomington, Ill.

The North Adams Flour & Grain Co., North Adams, Mass., has bought the grain business and stock of the Western Coal & Grain Co., which will be hereafter known as the Western Coal Co.

The H. W. Gordonier & Sons Co., Troy, N. Y., has been incorporated with a capital stock of \$50,000. The directors are Hiram Gordonier, George A. Gordonier, Clarence H. Gordonier and John G. Leversee. The new company will deal in grain and feeds.

George D. Dixon, freight traffic manager of the Pennsylvania Railroad, has informed the directors of the Commercial Exchange of Philadelphia, that the plans for the new elevator at Girard Point, Philadelphia, have been approved and an appropriation made for the erection of the elevator. The elevator will have a storage capacity of 800,000 bushels,

and a handling capacity of 200,000 bushels. It will be built so that another unit of the same size can be added later when necessary. Construction will start and the elevator will be completed before the movement of grain in the fall.

Laudenslager & Geist, Allentown, Pa., are preparing to move into larger quarters. The building at the new location will be equipped for the rapid handling of grain and will have electric elevating devices. Repairs and the remodeling of the building have begun and it will be occupied as soon as it is ready.

In order to broaden and facilitate the business of the company, the directors of the American Milling Co., Philadelphia, Pa., have asked the stockholders to authorize a bond issue of \$350,000, so that a large grain elevator can be erected by the company. The bonds will be secured by a mortgage on the three plants of the company.

IOWA.

Kroub & Broulik have bought the Ely Elevator, Ely, Iowa.

Frank Turner has bought the Neola Elevators at Ponda and Varina, Iowa.

It is understood that there will be a new elevator at Nemaha, Iowa, in the spring.

Pitt Plummer has sold his elevator at Stockport, Iowa, and will locate at Fort Madison, Iowa.

The Farmers' Elevator Co., Merrill, Iowa, is ready to start construction work on the new elevator.

George Wiest, Fort Atkinson, Iowa, recently installed a 25-foot Constant Safety Ball Bearing Man-lift.

L. E. Hoadley has bought the old mill site at Castana, Iowa, and expects to erect a new grain elevator.

H. A. Schmitt will equip his elevator with a Hall Shaft Ratchet, made by the Hall Distributor Co., Omaha, Neb.

Londergren & Edmonds, of Marcus, Iowa, have bought the Stevens Elevator at Cleghorn, that has been operated by H. Means.

Farmers about Paullina, Iowa, are organizing a grain company and are trying to secure a building that can be used for storage purposes.

John Metcalf of Allison, Iowa, has bought the Ludeman Elevator at Kesley, Iowa. The business will be managed for him by O. M. Wood.

The Green Grain & Lumber Co. are making arrangements to build an elevator at Marengo, Iowa. The old elevator will be used as a storage.

Asa Bailey of Diagonal, Iowa, has bought the elevator at Clearfield, Iowa, and will move it to Diagonal as soon as the weather will permit.

E. E. Lehnen has purchased the old Munns Elevator at Corning, Iowa, for \$2,500 and will probably move it to another location nearer the railroad.

The house of the Des Moines Elevator Co. at Minburn, Iowa, has changed hands. Wright & McWhinney of Bagley, Iowa, are the new owners.

The Haynes-Hemmings Co., of New London, Iowa, has filed amended articles of incorporation changing the name of the company to the A. D. Hayes Co.

The Farmers' Co-operative Elevator Co., of Roberts, Iowa, has purchased a lot adjoining their elevator and intend to enlarge the capacity of their house.

The Luzerne Mercantile Co., Luzerne, Iowa, has let the contract for the construction of a \$5,000 elevator to be started April 1. It will be finished early in the summer.

A number of farmers living near Rippey, Iowa, have started organizing a farmers' elevator company. They will incorporate as soon as a certain amount of stock is subscribed.

The S. E. Wainwright Lumber Co., Lenox, Iowa, have placed their order for a No. 32 Western Gyrating Cleaner and a No. 14 Western Warehouse Sheller, made by the Union Iron Works, Decatur, Ill.

In the improvement of their plant at New London, Iowa, the A. D. Hayes Co. installed a No. 24 Western Pitless Sheller, Western Chain Feeder and other machinery made by the Union Iron Works, Decatur, Ill.

H. B. Kling has sold his interest in the lumber and grain firm of Mathews & Kling, Woodbine, Iowa, to Clifford Mathews, who has been manager of the firm for several years. Mr. Kling is retiring from active business.

The O. C. King Lumber Co., Montezuma, Iowa, will build a new elevator as soon as a site can be decided upon. The elevator will cost about \$7,000 and will be equipped with modern machinery, a feed mill and corn mill.

Twenty farmers of Delaware County, Iowa, have formed the Robinson Lumber & Grain Co., with headquarters at Robinson, Iowa, a new town. The company is capitalized for \$20,000, and was incorporated by C. A. Swindell, W. B. Robinson and

others. P. A. Heffernen is secretary of the company and A. T. Robinson general manager and treasurer. The company plans to build an elevator in the near future.

A. C. Collins and R. L. Staben have bought the Perry Elevator at Ireton, Iowa, which has been operated by Clinton Knowlton. Mr. Staben has resigned his position with the Farmers' Company and will take possession of his new property April 1.

Milton Liggett, Sewal, Iowa, has remodeled his elevator, equipping it with one No. 3 U. S. Warehouse Corn Sheller and one Sheller Feeder Outfit made by the B. S. Constant Co., Bloomington, Ill. Fairbanks, Morse & Co., Chicago, Ill., had the contract.

Plans are being made for the erection of an addition to the Wapello Elevator at Wapello, Iowa. The house will be equipped with new machinery, a new dump will be installed and the old dump lowered, and a Constant Safety Ball Bearing Man-lift will be installed, as well as a sheller and cleaner.

The Wellsburg Elevator Company, Wellsburg, Iowa, will erect an elevator at Wellsburg. This will be the fourth elevator in the town. It is the intention of the company to have the house completed May 1. The new building will have a capacity of from 50,000 to 60,000 bushels and will be equipped with modern machinery.

Farmers about Carneyville, a new town near Flood Creek, in Iowa, are now at work on plans for a co-operative elevator company. Edward Osier, G. Jurens and George Mitchell are at the head of a committee that will manage the organization. The farmers are shipping their grain from Carville at present. The project will require about \$2,500, and the farmers expect aid from the railroad.

CO-OPERATIVE ELEVATORS.

The Wallace Grain and Supply Co., Ottawa, Ill., earned \$6,000 in 1911.

The Farmers' Elevator Co., Jewell, Ia., handled 221,643 bus. of grain in 1911.

The Wild Rice (Minn.) Farmers' Elevator Co. is \$2,500 to the good on less than one year's business.

The Lehigh (Ia.) Farmers' Elevator Co. handled in 1911 over 200,000 bus. of grain and earned 52 per cent gross.

The Farmers' Elevator Co. of Dillon, Ia., did a business of \$60,000 (110 cars) in 1911 at a cost of \$1,305.08 for operating expenses.

The Cerro Gordo Grain and Coal Co., Cerro Gordo, Ill., now permits a stockholder to own eight shares and to vote as high as ten proxies.

The Pomeroy (Ia.) Farmers' Co-operative Elevator Co. will hereafter buy corn by moisture test, a machine having been purchased for use of the manager.

The Farmers' Elevator Co. of Peever, S. D., has lost money on the last six months' business and will hire a cheaper manager, there being no business to do except to handle coal.

The Farmers' Elevator Co. at Stanhope, Ia., handled last year 429,261 bus. of grain, together with large quantities of coal, tile, posts, etc., and declared a 10 per cent dividend.

The Farmers' Co-operative Grain and Trading Co., Bowbells, N. D., is as yet undecided whether to die easily or to try to collect outstanding notes in full in order to continue business.

The Farmers' National Exchange Warehouse, with capital of \$1,500,000, has been incorporated at Trenton, N. J., to do a general merchandise business including perishable products.

The Farmers' Union Elevator Co. of Stratford, S. D., has bought from the receiver the seven elevators lately owned by the S. D. Farmers' Elevator Co. (co-operative) of Verdon, for \$20,600.

Dividends.—Scranton (Ia.) Farmers' Elevator Co., 8 per cent, the profit on \$175,000 of business having been \$2,500; Henkel (Ill.) Grain Co., 10 per cent; Arlington (Ill.) Grain Co., 8 per cent paid, 22 per cent earned; Woodhull (Ill.) Grain Elevator Co., 50 per cent paid and 40 per cent (about) carried to surplus; Cortland (Nebr.) Farmers' Elevator Co., 10 per cent.

The Rockwell (Ia.) Co-operative Farmers' Society in 1911 did a business of \$559,460.59 at an expense of \$5,540.46. Some of the commodities handled were: Oats, 360,615 bushels; corn, 105,418 bushels; wheat, 5,062 bushels; bran and middlings, 359,900 pounds; oil meal, 67,000 pounds; barbed wire, 63,737 pounds; twine, 32,685 pounds; salt, 175,700 pounds; and also 230 barrel lots; sand, 20 cars; cement, 14 cars; coal, 3,502 tons; lumber, 675,500 feet; lath, 60,000 bundles; shingles, 912,000; flour, 3,890 sacks; posts, 14,500; timothy seed, 53,732 pounds; clover, 10,500; clothing, \$23,865.15; sash and doors, \$14,450; paint, \$835.65; grease, \$143.15.

Grain exporters at Portland, Ore., have obtained direct transportation for wheat to Mexico by the Norwegian SS. Jason. Something like 300,000 bushels have been chartered.

[Special Correspondence.]

TRADE NEWS OF TOLEDO AND OHIO.

BY E. F. BAKER.

The Ohio State Board of Agriculture in its first crop report of the year places its estimate at 63% of an average wheat crop for 1912. Its estimate is based on township correspondence reports but is considered low by those in touch with the situation. Continued and heavy rains at seeding time were responsible for a light acreage, but the condition of growing wheat as reported here is not bad. It is a little early yet to do more than conjecture, as the freezing and thawing weather of March is the real test and what this will be remains to be seen. Very little damage, if any, resulted from severe weather or ice, and for the most part plants have been protected by a heavy coating of snow most of the winter.

A fair trade in wheat has been carried on recently, the receipts of the week ending March 9 amounting to 51,000 bus. with shipments of 29,500 bus. Toledo wheat stocks are estimated at 1,192,182 bus. of which about a million bushels grade contract. Prices developed some additional strength following the report of the State Agricultural Board, quotations March 9 being as follows: Cash, \$1.03; May \$1.04 3/5; July \$1.02 1/2; Sept. \$0.99 1/4.

Corn has been moving quite actively in this market. During the past week 128,900 bus. have come in. While there has been some improvement in quality, it is not wholly satisfactory. There is still considerable corn standing in the shock in the fields in some sections of the state, and it is safe to say that more than 25% of the 1911 crop still remains in first hands. Moisture tests show a little better condition and considerable No. 3 yellow is now showing up. Out of 116 cars which arrived during the past week, 24 graded No. 3, 68 No. 4, and 24 sample. There is a fair eastern demand and dryers are still kept pretty busy. Outgoing shipments of the past week were 70,100 bus. Corn is also a trifle stronger than it was a week ago. Cash corn is selling at 71 cents; May \$0.73 3/4; July \$0.73 1/2; Sept. \$0.74. Heavy local consumption and a brisk outside demand were responsible for a decrease in local stocks last week, of 34,457 bushels to a total of 106,362 bushels.

There has been a persistent call for Ohio oats recently and 90,000 bus. have been shipped out last week to satisfy this demand. On the other hand receipts have been light, aggregating 27,000 bus. and local stocks are now estimated at but little more than 100,000 bus. Qualities have been highly satisfactory. Prices on cash oats have advanced but a quarter of a cent during the week to 55 1/2 c. May is selling at \$0.56; July \$0.51 1/2 and Sept. \$0.44 1/4.

Much satisfaction is expressed among grain men here of the final outcome of the hearing before the Agricultural Department upon the important question of the handling of damaged and impure grain. The announcement that Secretary Wilson has suspended action upon sulphured until July 1 and that nothing will be done regarding corn pending an investigation necessary to secure the scientific investigation to enable the Department to judge accurately of the spoilage of grain and hay, and that in the meantime no seizures nor prosecutions will be recommended of shipments of either which have for years been unmolested, meets with the approval of local grain interests. Many thousands of dollars are involved in the Government's ruling in this section alone, and a number of Toledo firms would be hard hit by the previously announced intention of the Government. The Toledo Produce Exchange was represented both at the St. Louis meeting of grain men and at the Washington hearing by E. H. Culver and Henry L. Goemann.

Toledo grain interests are leaving no stone unturned in an effort to secure better mail service at the local post office. Complaints have been numerous since the Post Office was removed to its new building in September on account of delays in mail service occasioned by the out of the way location of the new post office building, which makes it difficult to transfer the mails to and from trains. A plan to put mail boxes on all the city street cars was suggested by Henry L. Goemann while in Washington last week, but after consideration this plan was not deemed feasible as a special appropriation would be required to meet the expense. A second solution was then offered, which means the construction of a street car track from Monroe Street to the Post Office so that mails to and from the Union Depot can be handled by electric cars. The first Assistant Postmaster General has taken this plan under advisement and will send a special agent to Toledo in the near future to investigate conditions. In the meantime Toledo grain men and other business men complain of heavy losses occasioned by delayed service.

The new corn dryer recently completed by the Dayton Elevator was started in operation the last of this week. It has a capacity of 20,000 bushels a day.

E. L. Southworth, David Anderson and E. L. Camp constitute a party of Toledo grain men who

are enjoying an outing of several week's duration at points in Florida, fishing and pursuing other amusements. C. S. Coup, who was for some time a member of the party, has returned to his duties. Mr. Coup reports better progress in industrial centers of the South than is being made in the North. "The flour trade in the South is healthy," said he.

John Siefert, of New Washington, O., was a recent visitor at the Produce Exchange. He reports considerable corn in his section of the state much of which is of poor quality and some of which is still standing in the shock.

Permission has been granted by the Secretary of State to change the name of the Isaac Harter Milling Co., of Toledo, to the Harter Milling Co. As the firm has for several years dropped the word Isaac from its stationery and no changes are being made in stockholders or official staff, the action has but little significance.

Contracts have finally been awarded by the East Side Iron Elevator for the erection of six grain tanks of steel and concrete. This addition means an increase in the capacity of nearly 400,000 giving the elevator a total capacity of 1,500,000 bus. and including in all twenty-three tanks. Rabbitt & Sons are low bidders on the concrete work and working head house which will be 105 feet high and 14x22 feet at the base, and the new tanks will be furnished by Adam Loos of Toledo. The Company is also negotiating for an additional 175 feet of river frontage adjoining its present plant and formerly occupied by the Union elevator.

The Liberty Center Grain & Stock Co., has been organized at Napoleon, O., with a capital stock of \$15,000. The following officers were elected: President Fred Steward; vice-president, Frank Ellsworth; secretary and treasurer M. F. Russel. This is but one of six farmer's mutual elevator companies that it is proposed to organize. Others will be located at Malinta, Pleasant Bend, New Bavaria, Grelton and Hamler.

The Toledo Grain & Milling Co. received a car of corn from twenty miles out of the city this week which showed a 17.8% moisture test. This is among the best received here recently.

The Toledo Produce Exchange is making a strenuous effort to land a Government field seed testing laboratory in this city. Chief Inspector Culver presented the matter to Secretary of Agriculture Wilson last week and received considerable encouragement for the project. Toledo is the leading field seed market, having received about 1,000,000 bushels of red clover during the past three years, in addition to 100,000 bus. of alsike and 100,000 bus. of timothy seed, in all of the value of \$11,000,000. A splendid field seed inspection system is now maintained here under the direction of David Wallace, but it is urged that this should be supplemented by a Government laboratory which will give the results the market deserves. Clover seed at the present time is selling at the highest prices of recent years, having reached \$14.22 per bus. during the month and it is expected that owing to scarcity it will climb to \$15 when the spring demand becomes heaviest.

The Ohio Boosters' Car, which started on the road the first of the year under the auspices of the State Agriculture Department, the Ohio Experimental station at Wooster, the State University and the New York Central Lines, will continue on the road until April. Much valuable information is being disseminated by lectures and the exhibition of Ohio farm products. Much attention is being paid to the subjects of corn cob rot, noxious weeds, drainage, alfalfa growing, soy bean culture and soil fertility.

AMENDING THE GRAIN ACT.

The Canadian Parliament has been at work on amendments to the grain act, which has been doctored to change the manner of distributing cars to shipper by priority of application therefor and to provide for a Grain Survey Board at Calgary. When just before adjournment, in response to a demand for information on the question, the government by the Hon. G. E. Foster said it would ask Parliament for money to obtain control of and to operate the terminal elevators at the head-of-the-lakes ports. Later, on February 26, Mr. Foster said the government would purchase two, and possibly three, elevators at Fort William and operate them; and that "if the experiment should be successful, later Canada might go into the terminal elevator business on a wholesale scale. Mr. Foster was of the opinion that the acquisition of these Fort William elevators would demonstrate the truth or falsity of the charges of irregularities in connection with the operation of elevators. At any rate government operation, he said, would prevent manipulation of grain in the elevators, and "this is what the West wants." The West, at least the papers say so, is disgusted with this conservatism of the Borden government, from which so much was expected.

The distillers and grain consumers of the South are behind the new movement in Congress to abolish the import duties on cereals.

THE EXCHANGES

The French Ambassador, M. Jusserand, visited the Board of Trade Saturday, February 24.

John Dower has been reappointed superintendent of weights for the St. Louis Merchants' Exchange.

The Indianapolis Board of Trade has indorsed President Taft's suggestion for a National Board of Trade.

The St. Louis Merchants' Exchange smoking room plan is not approved by the directors and will probably be abandoned.

Grain men at Vancouver, B. C., are trying to get through the provincial parliament a bill to incorporate the Vancouver Grain Exchange.

The St. Louis Merchants' Exchange has asked for the re-establishment of the grain standardization laboratory closed by the government in 1910.

Chas. Ripper succeeds J. C. Lincoln as traffic commissioner of the St. Louis Merchants' Exchange. He was formerly with the Missouri Pacific road.

The Indianapolis Board of Trade has sent to Washington a request for the establishment in Indianapolis of a grain standardization laboratory.

George M. Reynolds, president of the Continental and Commercial National Bank, Chicago, has been reappointed treasurer of the Board of Trade clearing house.

Samuel D. Thomas and Jas. H. Warren have been reappointed chief grain inspector and weighmaster, respectively, of the Baltimore Chamber of Commerce.

The 50th anniversary of the charter of the New York Produce Exchange will occur on April 19, and it is proposed to commemorate the event by a banquet.

Milwaukee Chamber of Commerce recently offered prizes for the best samples of grain at the farmers' course at Winnebago and La Crosse county agricultural schools.

Secretary H. S. Herring has published the 29th annual report of the New Orleans Board of Trade for 1911. It constitutes an exhaustive record of the commerce of New Orleans in all lines of trade.

Callor Archibale of the Cincinnati Chamber of Commerce has begun selling local securities at the conclusion of the regular daily grain and hay call. When sales of this character are desired to be made 24 hours' notice must be given.

The Chicago Board of Trade has adopted the following amendment to Rule 22: "In making contracts a specific number of days shall be mentioned and shall mean calendar days, excluding date of sale, in which to load and ship the grain from the date of the receipt of full shipping directions at point of shipment."

During the legal contest over the Kansas grain inspection law Kansas City has refused to pay the contested fees, but Wichita has paid them. Two deputy inspectors with two assistants are employed in Wichita at an expense of \$300 a month, or \$3,600 a year. The amount Wichita pays in fees is \$7,500 a year, or \$625 a month.

The Philadelphia Commercial Exchange has been notified by the traffic managers of five railroads of modification of the rule for computing time at diverting or reconsigning points, as follows: "Sundays and legal holidays (national, state or municipal) will be excluded. When a legal holiday falls on Sunday the following Monday will be excluded."

The French Senate on February 22 adopted the clauses of the finance bill establishing a "repertoire for commercial transactions" (official record of transactions subject to exchange regulations to be furnished by dealers) and a tax on time bargains executed on commercial exchanges. The measure excepts the transaction of commercial travelers.

The directors of the Chicago Board of Trade have made a decision which reads as follows: "Borrowed money is not considered a valid claim against a privilege of membership in this Board, even though it may be shown that the borrower used the money to pay an indebtedness of his to a fellow member arising out of transactions under the rules of this Board."

Chief Inspector Munson of the grain inspection bureau of the Cincinnati Chamber of Commerce has new quarters in Greenwood Hall, Vine and Sixth Avenue. The room is small, well lighted, fireproof, well ventilated and is between the upper and lower floors of the Chamber of Commerce quarters. A new grain moisture testing machine has been added to his equipment, making four in all, with a capacity of twenty-five cars of grain at a heating.

"Doings in Grain" is a well printed and edited monthly published by the Milwaukee Chamber of Commerce to promote the grain trade of that city. The first number (February) contains a history of the Chamber, the work of the car ferry, articles on "Wisconsin, the Home of Plenty," and many news matters of special interest to Milwaukee receivers and Wisconsin and Northwestern shippers.

It is edited by the publicity committee of the Chamber and is very interesting.

Billy McQuillan of the firm of McQuillan & Co., grain, hay and feed, sold the first car of any produce sold in the new Chamber of Commerce grain and hay exchange at the opening on February 19. The sale covered a car of white car corn containing 800 bushels, which went at 66c.

GRAIN COMMITTEE AT LOUISVILLE.

The grain committee of the Louisville Board of Trade for 1912 is as follows: H. H. Bingham, chairman; Alfred Brandeis, Charles T. Ballard, F. C. Dickson, A. C. Schuff, H. Fruechtenicht, J. P. Clemens, F. N. Hartwell, William M. Atkinson, C. A. Edinger, M. Bullitt, T. B. Williams, L. C. Ewing and John Raidt.

The committee now issues weekly a bulletin showing the complete record of the official inspection department for the week, and also the minimum discounts for off-grades as established daily by the discount committee appointed by the Board.

ELECTION AT TORONTO.

At the annual meeting of the Grain Section of the Toronto Board of Trade, the following officers were elected for 1912:

Chairman, A. O. Hogg.
Vice-Chairman, J. N. Hay.
Secretary-Treasurer, F. D. Tolchard.
Executive Committee—C. W. Band, Murray Brown, John Carrick, J. A. Richardson, C. B. Watts, D. O. Ellis, Henry Sloan.
Complaint Committee—D. Campbell, J. Melady, C. E. Nourse, C. Faessler, Geo. Baird.
Market Committee—C. W. Band, W. M. Stark, John Carrick, C. B. Watts.
Membership Committee—C. W. Band, J. L. Love, J. A. Richardson.
Official Caller—F. G. Morley.

MILWAUKEE EXCHANGE ITEMS.

President W. P. Bishop and Messrs. Clark Fagg and P. P. Donahue attended the mass meeting of grain dealers held under the auspices of the Grain Dealers' National Association at St. Louis, February 23rd.

President Bishop and Mr. A. K. Taylor attended the conference at Washington on March 4th, which had been arranged for as a result of the St. Louis meeting.

The board of directors of the Chamber of Commerce has recommended several amendments to the rules to be balloted upon by the Association on Monday, March 11th, 1912. Among them is one making certain changes in the hours within which deliveries on future contracts may be made, particularly extending delivery hours to 12:15 when the last day of the delivery month falls upon Saturday, and giving the Clearing House the privilege of making final deliveries from fifteen minutes to one-half hour beyond the regular hours.

Another change proposed is to eliminate the expressions "immediate shipment," "quick shipment," "prompt shipment," and "to arrive" from the rules governing time within which deferred shipments of cash grain must be made, and substituting in place thereof the following:

"Sec. 12. In the purchase and sale of grain for deferred shipment the following specifications shall govern:

"In making contracts a specific number of days (meaning calendar days) in which to make shipment shall be stipulated, and shall be reckoned from the day after shipping instructions are received by the seller.

"Buyer must furnish shipping instructions personally or by wire on demand by seller."

Another important amendment is to apply the dockage provisions to No. 3 and No. 4 Northern Spring Wheat and No. 3 and No. 4 Durum Spring Wheat, and to abolish the four grades of Velvet Chaff Wheat.

President Bishop attended a meeting of the Managers of the National Board of Trade in New York on Wednesday, the 6th inst.

VALIDATING BS/L AT BALTIMORE.

The plan hitherto mentioned in these columns as agreed upon at Baltimore for validating grain Bs/L to prevent fraud is now in force and effect in that market.

The system in a few words comprises a pair of receipts, one white and one yellow, to be used in connection with an inquiry of each bill of lading. In filling out the forms a carbon paper is used in describing the bill. In addition to using the spaces provided, a matter of further convenience to the carriers, immediately below the line indicating the space for car initial and number there is added the name of the "Notify" party in Baltimore, usually the consignee. After filling out this description in duplicate it is only necessary to insert in the next following blank line the name of the bank making the inquiry, using, if desired, a rubber stamp and having it signed by someone authorized to make

the inquiry in its behalf. The two papers (original and duplicate) thus prepared are then sent each day to the office of the Bureau in the Chamber of Commerce, where Mr. Herbert Sheridan, traffic manager of the Chamber of Commerce, having immediate charge of the general subject, delivers the bank's messenger such accomplished inquiries as he may have accumulated. The yellow sheet will be used by the Bureau in making its investigation at the office of the carrier. On through billing and on merchandise consigned direct from important centers, the Bureau can probably report the receipt in Baltimore of billing one or two days after an inquiry had been lodged with it. From remote or smaller points in connection with which rebilling is required en route the elapse time will be greater. Such shipments will probably not aggregate 20% of the total volume of merchandise which would be the subject of inquiry.

The service began on February 26, with 40 members of the Chamber assenting to the plan.

If in connection with the handling of Bs/L in the ordinary course of business it at any time should be desirable for the holding bank to ask advice or for information of their character or status, Mr. Sheridan, on behalf of the Bureau will upon invitation be glad to call at such bank and give any assistance in his power which his facilities might afford.

In connection with the routine handling of Bs/L attached to drafts payable "on arrival" it may be said that when a bank finds that it holds such a bill which prima facie is stale, the Bureau upon inquiry as the agent of the holding bank will make the necessary inquiry as to the position of a particular shipment in order that a bank being made aware of arrival of merchandise at destination can demand settlement of the attached draft. Upon the return by the Bureau of accomplished inquiries it is expected that each be attached to its particular bill but removed and destroyed prior to the surrender of each bill upon its redemption.

CHANGES IN EXCHANGE MEMBERSHIPS.

Chicago.—Sec'y Stone reports the following changes in the membership of the Chicago Board of Trade in February: New members—Peter B. Carey, F. D. Strawbridge, Chester Arthur Legg, Christopher Strosser, Wm. B. Lane, Wm. A. Tubbs, John B. Pierce, Joseph S. Phillips. Transferred—R. D. Richardson, Geo. E. Cathcart, Chas. J. Buddeke, L. W. Bodman, Adolph Gerling, M. T. Shepherdson, Geo. E. Gano, Joseph E. Otis.

Cincinnati.—Sec'y Culkens reports the election of seven members of the Cincinnati Chamber of Commerce on March 5, none of whom are, however, in the grain trade.

Milwaukee.—Sec'y Plumb reports the following changes in the membership of the Milwaukee Chamber of Commerce during the month of February: New members—Henry D. Gee and Edgar G. Ayliffe. Transferred memberships—M. J. Mitzenheim, Oscar C. Bader, and Henry Esucke.

Minneapolis.—H. W. Moore, statistician of the Minneapolis Chamber of Commerce, reports the following new members admitted during February: H. J. Diffenbaugh, Jeffrey J. Brook, Edward H. Woodruff, Edwin H. Smith, George E. Robson and Ray G. Sims.

Peoria.—Sec'y Lofgren reports that Wm. C. White, president of the Illinois National Bank, has been admitted to membership to the Peoria Board of Trade on transfer of certificate of Frank Trefzger, deceased.

St. Louis.—Sec'y Smith reports that at the February meeting of directors of the Merchants' Exchange the following new members were received: Arthur Kilz, of Schultz & Niemeier Com. Co., resigned Arthur Thacher; Julius B. Cronheim, with Fulton Bag & Cotton Mills, resigned Howell M. Harris; Philip Zimmerman, with Dreyer Com. Co., resigned Edward L. Bartlett; Peter Haupt, Miller, New Athens, Ills., resigned Joseph Flack; E. J. McConnell, National Mercantile Marine Co., resigned T. O. Nervig; Christian Liesch, Greenville, Ills., resigned M. F. Mokler; Fred W. Roskopf, of Toberman, Mackey & Co., resigned David Carlisle; Edward Charles Andrews, Jr., of Kehler Flour Mills Co., resigned Eugene E. Wachter; Edward M. Kaercher, with A. W. Schisler Grain Co., resigned Finley Darrell; Charles G. Wilder, with J. B. Taylor Grain Co., resigned James M. Carpenter, Jr.; Mr. E. G. Roll, E. G. Roll Grain Co., resigned J. B. Bethune; W. E. Ward, Harper & Ward, Des Moines, Iowa, resigned Ernest Michaelis.

Toledo.—Sec'y Gassoway reports the election of Chas. J. Barnes to membership in the Toledo Produce Exchange on certificate of G. G. Major, deceased.

"It is always difficult to tell what winter wheat damage reports mean," said E. W. Wagner. "Last April, Missouri condition was 69, but Missouri raised a big crop finally. Condition of winter wheat in Illinois, Indiana, Ohio and Missouri did not exceed an average of 80 or 81 in the April, 1911, report."

BARLEY and MALT

Barley is selling at a little over \$1.80 a hundred at Escondido, Cal.

Minneapolis reports large receipts of low grade barley with lessening demand for that kind of grain.

An average of 15 cars of barley a day have been leaving Stockton, Cal., over the three transcontinental railroads for points east of the Rockies.

The Southern Pacific Railroad is arranging to distribute a barley seed supply among the farmers in the Willamette Valley and western Oregon. Most of the seed will be a feed barley seed.

Farmers in the vicinity of Cartwright, Man., have been buying barley out of Cartwright elevators, hauling it to Hansboro, N. D., pay the duty and still make from 8 to 11 cents a bushel on the barley.

There will be a considerable increase in the barley acreage around Winona, Minn., in the spring at the expense of the wheat acreage. Barley brought such good prices this year that more farmers will raise it.

The Crop Improvement Committee of the council of American Grain Exchanges has started a campaign for improved barley seed, its bulletins on the subject being distributed all over the barley growing regions.

The Lewiston Brewery, Lewiston, Idaho, paid \$2.10 a hundred for barley, which is a record price so far for that part of the country. Previously \$1.70 was the top price. A price of \$2.10 is equivalent to almost \$1.05 a bushel.

Barley prices relatively above the other cereals and should encourage a larger acreage, says the Minneapolis Market Record, though profits are minimized in the main by the large proportion of low grade and no grade production, which with the high cost of seed may discourage larger acreage this year.

Buffalo barley sellers are anxious to see both old and new Canadian stocks in Buffalo cleaned up. Some of it has been stored in Buffalo for two years. The barley is selling low compared with Western malting barley. Some of the old stocks were not considered any better than feeding barley when they were first offered.

P. H. Rice, manager of the Rice Malting Co., Winnipeg, Man., has been in conference with the Board of Trade, Lethbridge, Alta., and is reported to have promised that the company will build a malting plant at Lethbridge, provided the farmers will take up the raising of malting barley. The plant will use 1,000,000 bushels of barley yearly.

In 1912 several million bushels of pedigree barley will be sown in Wisconsin by members of the Experiment Association who are supplying the general farmers with the pedigree seed. There has been a steady call for this seed from the different barley states, says Prof. Moore, Secretary of the Experiment Association at Madison, and several thousand bushels have been shipped to outside growers. The young people in the barley growing contests carried on in connection with our county fair associations and the State Bankers' Association are also co-operating in the dissemination of the pedigree barleys. Prof. Moore tells the American Brewers' Record that, "We estimate that within three years 80 per cent of the Wisconsin barley crop will be of the pedigree strains."

As an outgrowth of the work of the committee on awards of the second International Barley and Hop Prize Exhibit, it is now proposed to form an organization known as the Bureau of Barley and Hop Industry, with headquarters at Chicago. This action seems justified by the large number of letters, urging a continuance of its work, received by the committee from Government experts, agronomists of state experiment stations, representatives of different scientific stations for brewing, brewers' chemists, brewers, brewmasters, maltsters, barley and malt experts, hop experts, barley and hop growers. All the members of this Bureau are expected to do active work, either in an advisory capacity or in lending their good offices in the interest of the cause whenever occasion requires. No membership fee will be required, the funds needed for maintenance and awards to be obtained through voluntary contributions of patrons.

Smyrna reports to London that there is an improved outlook for growing barley thereabouts. The sowing was delayed by drought until early in February, when good progress was made, and as operations in the districts can be continued till the end of March, there is no reason to suppose that anything less than at least a good average will be put under seed. Stocks in dealers' hands are very small at present while shippers are reported to hold about 25,000 qrs. But at Feb. 15 it was expected that the favorable position with regard to the coming crop would soon make itself felt in the shape of further arrivals on the Smyrna market from the interior. Farmers invariably keep back a proportion of their holdings until they are in a position to gauge with some accuracy prospects of the forthcoming crop,

and if latter are favorable they forward same for sale. It is therefore reasonable to be expected that the market will be in a position to supply some 25,000 to 30,000 qrs. further before new crop is available.

California produced 971,900 tons of barley in 1910, valued at about \$19,000,000. The 1911 crop is estimated as being worth over \$20,000,000. Barley is the first in importance in California. The ten-year period from 1900 to 1910, averaged 25.7 bushels to the acre. Wheat and oats have fallen off of late years in California as barley has brought better returns to the farmers.

[For the American Elevator and Grain Trade.]

THE BARLEY SITUATION.

BY A. L. SOMERS,

President Somers, Jones & Co., Chicago.

The week of March 9 closes with a strong and higher barley market, values today advancing 1 to 2c per bushel for good, medium and low malting grades, and the market for the week showing from 5 to 10c per bushel advance for all malting kinds. We quote malting barley today at \$1.05 to \$1.30, mainly at \$1.15 to \$1.25. Sales at under \$1.15 are generally of very light weight or badly ground damaged qualities. Feed barley ranges from 80c to \$1.00.

The offerings of all kinds have become extremely light and the carry-over today, Saturday, March 9th, is the lightest in several weeks. New shipments from first hands are so extremely light that further strength and a probable material advance shortly may be looked for.

The Government report shows farm reserves 15.5%, a total of 24,760,000 bushels, against 19.1%, a total of 33,498,000 bushels one year ago. The crop one year ago at the end of the season was exhausted and the market went out at high prices. Under the circumstances, it is only natural to presume that, with such a material shortage, a further advance from present figures and extreme scarcity by the close of the season is to be expected.

The acreage last year, estimated by the Government at 7¼ millions, is likely to be increased this year, owing to the high price of the barley. We figure that an acreage of not less than eight millions will be seeded and that it will require from 16 to 20 million bushels for seed alone, leaving not to exceed from 5 to 7 million bushels for feed and distribution in the trade. As the requirements for malting barley from now until August 1 are material, it is a question whether there is enough barley left in the country to furnish the necessary supplies to run to the end of the season. It is quite possible that the low grades of Canadian barley will have to be drawn upon more heavily than figured on at any time on the crop and that they will be taken for malting purposes, despite their poor growing quality.

The great bulk of the 4½ million bushels of barley left in the Coast territory is certain to be needed at home for feed; and as feed prices there now are on so high a basis as to be almost prohibitive for malting purposes for shipment East, no movement of moment from that territory is likely. We believe it will mean a strong or advancing barley market to the end of the season.

Heavy shipments of corn and wheat into Mexico are expected to follow the recent suspension until July 1 of the importation taxes on those cereals.

"We appreciate your journal very much. It is both interesting and instructive, and certainly is in the interest of the elevator and grain trade of this country."—S. Bash & Co., Fort Wayne, Ind.

The engine house of the Kemp Elevator at Lexington, Ill., caught fire recently and the inside of the building was damaged to quite an extent. The fire started from an overheated stove, it is thought. The elevator was put out of commission for a day or so but is now in operation again.

"Germany has repealed the import duty on potatoes for the balance of the season," says King of Toledo. "They prefer potatoes and rye bread. They raise more potatoes than Europe does wheat. They help their millers by giving them a bounty on every 100 pounds of flour exported equal to the duty upon 150 pounds of wheat. What does our government do for the millers? They need reciprocity with the importing countries of Europe."

Apropos the complaint about inspection of corn, Inspector Cowen gives the Inter-Ocean the following statement: "Out of 10,835 cars of corn handled by his department at Chicago in January requests for reinspection were received on only 758 cars, of which 172 cars received a higher and 125 cars a lower grade, while 461 cars were sustained as originally graded. Up to Feb. 21 there were 9,074 cars of corn inspected. Requests for reinspection were made on 989 cars, of which 356 cars received a higher and 59 cars a lower grade, and 574 cars were sustained as originally inspected, the number of cars changed from the original inspection for the two months being only three-tenths of 1 per cent of the aggregate receipts."

COMMISSION

The Peavey Grain Co. has removed its office from Chicago to Minneapolis and reduced its capital stock to \$10,000.

The Grier Grain Company of Kansas City, Mo., has filed a statement decreasing its capital from \$50,000 to \$75,000.

C. A. Dickie, formerly with Clement, Curtis & Co., of Chicago, Ill., has accepted a position in the New York office of Logan & Bryan.

Wm. N. Eckhardt, president of the Pope & Eckhardt Co., Chicago, has returned from California, where he spent his annual vacation.

H. L. Grimes of the Grimes-Stritmatter Grain Co. of Portsmouth, O., started on March 1 for an extended trip to California and the Pacific coast.

P. B. & C. C. Miles of Peoria, Ill., are keeping up to date by the installation of a large, new and handsome safe in their offices in the Board of Trade Building.

The Fort Worth Elevators Company of Fort Worth, Texas, has filed amended articles of incorporation increasing its capital stock from \$150,000 to \$250,000.

Ralph McDermid, recently with Rosenbaum Brothers, Chicago, has engaged in the grain brokerage business on his own account with offices in room 333, Postal Telegraph Building, Chicago.

Washington C. Sturges has become a general partner of Noyes & Jackson of Chicago. Mr. Sturges is a member of the New York Stock Exchange. Solomon Sturges will also be associated with the firm.

Willis Counselman, formerly of the firm of Counselman & Co., Chicago, was recently elected to membership in the Milwaukee Chamber of Commerce and reports that he will make his headquarters in that city.

The Merchants Hay & Grain Company of Indianapolis, Ind., has been incorporated with a capital stock of \$10,000. The incorporators are Louis Hitzelberger, E. L. and H. A. Hitzelberger and H. M. Rudeaux.

A committee composed of J. A. A. Geidel, W. A. McCaffrey, Samuel Walton, R. E. Austin and H. G. Morgan are examining candidates for the office of traffic manager of the Pittsburgh Grain & Flour Exchange.

The Baltimore Chamber of Commerce was represented at the hearing in Washington, D. C., March 4, to secure a modification of the recent ruling of Dr. Wiley as affecting grain shipments, by John W. Snyder and John M. Dennis.

President Charles Feltman, C. C. Miles and W. T. Cornelison represented the Peoria Board of Trade at the grain men's meeting held under the auspices of the Grain Dealers' National Association at the Planters' Hotel, St. Louis, Mo., February 23.

James L. King, Samuel L. McKnight, Geo. M. Warner, and W. B. Woodward were the official delegates of the Philadelphia Commercial Exchange at the conference of the Grain Dealers' National Association, before Secretaries Wilson and Nagel at Washington.

William R. Mumford, who has been connected with the Chicago grain trade upwards of 40 years and one of the oldest members of the Board of Trade, celebrated his seventieth birthday the first of March. As a tribute from his friends he was presented on 'change with an immense bunch of roses, Secretary George F. Stone making the presentation speech.

The firm of Gardner & Paddleford of Chicago has been dissolved. Mr. Gardner continues in business under the firm name of W. A. Gardner & Co., with offices in the Postal Telegraph Building. Fred A. Paddleford has engaged in business on his own account with offices in the Board of Trade Building. Harvey Williams, who has been connected with the firm for a number of years and who is well known to the grain trade of the east and west, also engages in business with offices in the Postal Telegraph Building.

Scoop shovelers, like the measles, are still in the land. Personally we'd rather have the measles than do business with a "scooper." It's unfortunate that a person paying rent to a railway company for elevator ground, having several thousand dollars invested in an elevator, money in a home, contributing his share to taxes and being there every day in the year to take the farmer's grain at a reasonable margin, should be obliged to stand by and allow a stranger to come to his station while the grain movement is heavy, and load into cars, with not a cent invested, except in the grain he buys. In our thirty-two years of business here we have never done business with a "scooper" and we hope we won't be obliged to in the next thirty.—J. F. Zahm & Co.

ASSOCIATIONS

Secretary Strong reports that Kirby & Straus, brokers, Latham, Ill., have joined the Illinois Association.

Secretary Gibbs reports the following applications for membership in the Texas Association: San Saba Grain & Feed Co., San Saba, and Carter Grain Co., Bay City; and that the Meridian Grain & Produce Co., Meridian, Texas, has resigned.

The directors of the National Association have made a "bargain rate" of \$15 to new members, which amount pays dues to June 30, 1913, being a reduction of \$750, or the proportion of the association's fiscal year 1912 that has already expired.

The annual convention of the National Association will be held at Norfolk, Va., on October 1, 2 and 3. This arrangement will enable all to enjoy summer rates to the Atlantic coast by purchasing tickets prior to midnight of September 30, said tickets being good to return within 30 days.

The board of directors of the National Hay Association will meet in Cleveland, Ohio, March 25. If there are any suggestions you have to make in regard to the Kansas City Convention or any other subject, please write Secretary Taylor fully and it will be presented.

John M. Dennis, chairman of the committee of the National Association on uniform grades, has appointed a committee of seven to act with a committee of seven from the Inspectors' National Association to report on corn inspection. Mr. Dennis' appointees are as follows: Marshall Hall, St. Louis; A. K. Taylor, Milwaukee; E. P. Peck, Omaha; E. L. Rogers, Philadelphia; J. H. Cofer, Norfolk; J. C. F. Merrill, Chicago; John M. Dennis, Baltimore. The inspectors appointed by President Culver are W. S. Cowen, Chicago; Geo. P. Powell, Omaha; F. B. Tompkins, Peoria; John O. Foering, Philadelphia; Seth Catlin, Boston; G. H. K. White, New York; F. W. Eva, St. Paul.

PURE FOOD LAW.

Secretary Riley of the Indiana Association has mailed to members a synopsis of the Federal pure food law in the form of a card to be hung up over the manager's desk in the dealer's office as a reminder that the law is peculiarly applicable to Indiana shippers and dealers doing an intrastate as well as interstate business because the Indiana pure food law is practically identical with the Federal law and inflicts penalties of \$10 to \$100 for shipping within the state what the Federal law penalizes of shipped into another state.

SOUTH DAKOTA FARMERS' GRAIN DEALERS' ASSOCIATION.

The annual convention of the Farmers' Grain Dealers' Association of South Dakota was held at Mitchell on February 21-23 with, the local papers say, 750 people present. Sec'y Belk, in replying to the address of welcome propounded this trite but sophisticated piece of wisdom: "The country press, when it wants to stimulate the local merchant to more generous advertising, will rail at the people who patronize catalogue houses. Did you ever hear the country editor rail at people for patronizing those foreign corporations that handle grain, coal and lumber, who take all the profits outside the state, never to return? Is there any difference between these foreign corporations doing business in our state and the catalogue houses? If there is a difference it is certainly in favor of the catalogue house, as they surely are in a competitive business, and the other is no competition in the grain and lumber business, except as the farmer company compels it."

Addresses were made during the day by J. M. Anderson, Fargo; E. G. Dunn, Mason City, Ia.; and others.

On February 22 Speaker Adkins of Illinois, and others, including the Chicago co-operative newspaper editors, talked.

On the 23d G. R. Malone of the State Grange talked on "The Farmers' Elevator and the Grange," and got so "het up" that, the local reporter says, "in a moment of excitement he jerked off his coat and slammed it into a chair and made things hum for the rest of his speech."

J. E. Kelley of Colman, an ex-M. C., speaking of the "Future of the Agriculturist," favored reciprocity and recall of judges.

Speaker Adkins talked about "the common people" and Illinois politicians, of whom he was "not particularly proud."

The special feature of the day was the discussion of the methods of auditing the accounts of the grain elevators, which was brought about through the circulation of an anonymous letter among the banks of the state, discrediting the farmers' elevator companies and criticizing them for their alleged lack of business methods. Resulting from the discussion, action was taken with reference to the employment of competent auditors to look after

the business of the companies to avoid any further criticism.

The treasurer's report showed balance of \$2,000 on hand.

The resolutions adopted on the 24th favored government ownership of the telegraphs; opposed the Aldrich bill reserve association, a bill that, the resolution says, "would put the banking corporations in the Government business, and we favor the return of the power to issue and control the volume of money and fix its value to Congress, where the constitution placed it and if any portion of the currency circulation must be placed upon debt, that debt should be backed by the resources of the whole people and not placed upon the debt of a part of the people." The resolutions favored also election of U. S. senators by the people directly; endorsed the parcels post bill, the Kansas blue sky law, and the ownership of an association journal or organ.

The following were elected: President, O. D. Anderson, Cordica; treasurer, John T. Polk, Henry; directors, Matt Worken, Britton; F. H. Day, Clark; W. E. Meiss, Geddes; H. J. Solem, Baltic; William Zeipp, Grover; L. J. Larson, Plankinton; A. H. Fox, Winfred.

IOWA FARMERS' GRAIN DEALERS' ASSOCIATION.

The annual meeting of the Iowa Farmers' Grain Dealers' Association was held at Fort Dodge on February 14-16 and was "gingery." Speaker Stillman of the Iowa house opened the meet by grilling the Western Grain Dealers' Association and all its friends. Hon. Thos. McManus of Dougherty: "Me, too." The evening session was devoted to a varied program of music and speeches.

The only business of the convention except speechmaking was to adopt a resolution endorsing E. G. Dunn as a candidate for governor of Iowa on the Democratic ticket. In reply Mr. Dunn made a speech in which he said he had been for ten years in the work of the farmers, and although he laid down the secretaryship of the Association, he expected to continue his labors, in private life if not as governor. He declared further that he stood now where he stood in Des Moines three years ago, when he said he would support Clifford Thorne. He also asserted that both the Republican and Democratic parties are under the domination of "the big interests," naming James A. Smith of Osage as leader of the Republicans in this matter and Senator A. F. Frudden of Dubuque as leader of the Democrats.

Officers were elected as follows: President, B. Hathaway of Kingsley; first vice-president, J. W. Hagens of Barnum; second vice-president, P. H. Moehler, Rock Valley; secretary, Roy McVicker, Eagle Grove; treasurer, D. D. Paine, Eagle Grove. Directors, W. S. Foley, Melvin; William McCandles, Sloan; Thomas McMannus, Dougherty; Simon Kemnerer, Boone; J. D. McVicker, Eagle Grove; J. E. Merenes, Glidden, and R. Van Zil, Alton.

The Association, according to Sec'y Dunn's report, has 200 members.

MANAGERS ORGANIZE.

Incidental to the meeting, the elevator managers present were organized into an association, and temporary officers were elected as follows: President, D. S. Dick of Hawarden; vice-president, William Lynch of Green Mountain; secretary, W. J. Green of Jefferson.

The committee on constitution and by-laws will report next at Sioux City, where the next meeting of the state association will be held, and permanent officers will then be elected.

The Idaho Grain Commission law requires handlers of grain in trade to furnish to the Commission the number of sacks and pounds handled, together with a statement showing what part of the whole was off grade and the class of grades of the remainder.

The Ohio employers' liability and workmen's compensation act went into effect on March 1. Hereafter employers in that state who have not complied with its requirements, which are optional, are deprived of their three common law defenses in suits growing out of death or injury to their employes. The Ohio law is especially interesting because it puts the state into direct competition with the liability insurance companies, the state treasury paying the cost of the Board which administers the law, while the insurance is to be placed without the intervention of agents. The Ohio Liability Board of Awards has been at work for some time on a schedule of premiums to be charged the various classes of industry. It had no reliable statistics upon which to act and its rates are regarded by many Ohio employers as threatening ruin to their industries, in competition with similar industries in other states, unless the rates are amended. They average 150 per cent more than the old stock company rates. The Board evidently realizes the unsatisfactory nature of its charges, for it specifies that they are to be effective for six months only, and if at the expiration of this contract the accidents in a plant have been noticeably fewer or more numerous than was estimated, the rates will be proportionately lowered or raised.

OBITUARY

Emil W. Gessler, manager of the St. Louis Merchants' Exchange Clearing House, died a few days ago.

Jas. L. Bannister of the Peoria Board of Trade, died on March 5, of paralysis. He is survived by a daughter.

James Candy, a coal and grain dealer of Havelock, Neb., shot and killed himself recently. Despondency over ill health is said to have been the cause of his suicide.

Edward R. Shipman, a grain and hay dealer of Brooklyn, N. Y., died recently at his home in Brooklyn, aged 64 years. He had been in the grain business for more than forty years.

Fred H. Barlow, a member of the firm of F. Barlow & Co., grain dealers of Hastings, Mich., died of cancer early in March, aged 65. A son, Lyman Barlow, of Delray, Mich., survives.

Henry C. Rew, formerly a member of the Chicago Board of Trade, died suddenly at Remo, Italy, aged 73 years. During the last few years he had traveled in Europe on account of his health.

Peabody H. Adams, aged 91, of Pittsfield, N. H., died at his home in Pittsfield the early part of March. He had been in the grain business since 1874 and had held a number of public offices. He is survived by a son.

The death of Herman B. Mueller, president of Mueller & Young, of the Board of Trade, Chicago, was announced on the Board recently. He was one of the veteran members of the Board and was well known and respected.

Walter Burleigh, formerly a grain dealer in Franklin Falls, N. H., died at Franklin Falls February 27. He was born in 1831. His twin brother Wallace, who was also engaged in the grain business with him, died last December.

Joseph H. Dolenty, a member of the firm of Dolenty Brothers, wholesale feed and grain dealers of St. Paul, Minn., died at his home in St. Paul recently. The other two members of the firm, Thomas A. Dolenty and Frank X. Dolenty, survive.

John McLaughlan, agent for an elevator at McHenry, N. D., was shot and killed by a hotel keeper at McHenry, February 24. It is said that he had quarreled with the hotel keeper over the price of a meal and the shooting followed. The hotel keeper gave himself up to the police but refused to make any statement.

Christian F. Pfluger, of Portland, Ore., formerly a grain dealer of Dundee, Ore., died recently, aged 67 years. He retired from the grain business about 15 years ago and since that time was secretary of the Oregon Songbird Society, and became well known through his efforts to introduce foreign birds in the country.

C. C. Davies was found dead in his home at Winfield, Kan., recently. He had not appeared for several days and an entrance was forced to his house and it was found that he had been dead for two days. Heart failure was the cause. He was a grain buyer and was known in southern Kansas and northern Oklahoma.

C. H. Boyd, a veteran grain dealer of Peoria, Ill., died February 22, at Peoria, aged 66 years. In 1886 he became connected with the S. C. Bartlett Grain Co., and at the time of his death was superintendent of the Iowa Elevator of that company. He was well known on the local Board of Trade and his knowledge of grain was considered exceptional. He is survived by a wife and one daughter.

Roswell W. Annis, a well known grain dealer and wholesale grocer of Manchester, N. H., died March 1, aged 63. He was a director of the Annis Flour & Grain Co., and the Annis Grain & Lumber Co. He was born in Londonderry, N. H., and learned the wholesale grocery business in Boston. He was the owner of mills in Derry and Londonderry, N. H. Angina pectoris was the cause of his death.

Arthur Sellen, of Moravia, N. Y., a member of the firm of O'Hara & Sellen of Moravia, died in the office of E. A. Dillenbeck & Son, at the New York Hay Exchange, recently. He was a well known member of the National Hay Association and was esteemed by all the members that knew him. He was 50 years of age and leaves two sons, Claude O. Sellen of Shelby, Ohio, and Avid Sellen of Moravia, N. Y.

Ebenezer Buckingham, banker, elevator owner and pioneer of Chicago, died at his home in Chicago, February 28, aged 83 years. In 1859 he entered the elevator business in Chicago with his brother John Buckingham. In 1866 they bought the Illinois Central elevators at the mouth of the Chicago River, and managed them for 25 years. Later Ebenezer Buckingham became interested in the Northwestern National Bank, but retired when that concern was merged with the Corn Exchange National Bank.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

A CORRECTION.

Editor American Elevator and Grain Trade: We will call your attention to an article under caption "Hay & Straw," page 455 of your February 15th issue, under which you print the following:

"The National Hay & Grain Co., of which F. A. Judd is the president, is the name of the company which has taken over the plant and property of the American Hay Co., at St. Albans, Vt. The latter Company has decided to make its headquarters at Rouses Point, N. Y."

We wish in your next issue you would correct this statement, as we have not given up our property nor our warehouse at St. Albans. While it is true that we have opened another place at Rouses Point, we still own the place at St. Albans, and at this moment have no intentions of disposing of same.

Yours very truly,
New York. THE AMERICAN HAY COMPANY.

FROM OKLAHOMA.

Editor American Elevator and Grain Trade: We have just completed a warehouse addition to our elevator and remodeled the grinding arrangement to facilitate our feed business, which has been heavy this winter. We are engaged in the wholesaling of grain and hay which is the largest end of our business in connection with which we handle grain feed and coal retail. Our business has been extremely good for the past year, and it is our intention to conduct same along broadgauge lines, conducting our business with each and everyone in such a manner that we may merit any future business that may be offered. In addition to our warehouse we have added two office rooms with additional equipment which enables us to better take care of the clerical end of the business.

Crop conditions are extremely good after two years of almost total failure; the wheat acreage is good and has ample moisture to carry the growth well into the spring. Oats are being seeded and corn ground being prepared; and with the subsoil moisture we have in the ground can expect a bountiful crop year.

Yours truly,
J. D. CHALFANT GRAIN CO.,
Clinton, Okla. By R. E. Nelson.

A PROTEST AND A REPLY.

The Grain Receivers' Association of the Board of Trade of Chicago on February 20 adopted the following resolutions protesting against the inspection methods current at Chicago. The resolutions explain themselves:

(1) Whereas: The inspection rules of the Illinois State Grain Inspection Department require that certain percentages of moisture content shall govern the several grades of corn, the fixed percentages being the maximum for the respective grades; and

(2) Whereas: The said inspection department does not actually determine the moisture content of corn before grading, but, on the contrary, grades corn commercially; that is, the grade is fixed according to the judgment of the inspectors as to soundness, cleanliness, moisture, etc.; and

(3) Whereas: The inspection rules as promulgated by the Railroad and Warehouse Commission of Illinois, which provide that the grading of corn is not complete without the moisture content being determined, are violated by the Illinois State Grain Inspection Department by their refusing to ascertain the moisture content unless the protesting party deposits one dollar per car, which amount is forfeited if grade is not changed; and

(4) Whereas: The present system of inspection was inaugurated with the understanding that the Inspection Department increase the fee per car from 35c to 50c, the increase being acceptable to the grain trade on assurances given that if the sampling of grain was placed under control of the state, they would deliver to receivers of grain samples that were accurate and official, and the Department would stand back of their samples; and

(5) Whereas: The records of the Illinois State Grain Inspection Department will show that the present system is low in efficiency as far as corn inspection is concerned, which fact is evidenced by the tremendous amount of corn on which reinspection is demanded, and by allowances which are made daily on 25 to 200 cars which are improperly graded but on which reinspection is not asked, said adjustments being made on Board of Trade official moisture tests and samples, which are generally recognized as much more accurate than those of the state; and

(6) Whereas: The system of inspecting corn now in vogue is vicious and the so-called moisture test is used for the sole purpose of beating down the grades of corn coming to this market from country shippers; and

(7) Whereas: This practice of said Inspection Department has resulted in enormous monetary losses to the patrons of this market and has been the direct means of diverting thousands of cars to competing markets; be it, therefore,

(8) Resolved: That the Receivers' Association of the Chicago Board of Trade unanimously demands that the Illinois State Grain Inspection Department abide by its rules in every respect, and

(9) That said Department should determine exactly the moisture content of each car of corn inspected by it before establishing the grade, and failing so to do that the moisture feature be dropped as a determining qualification; and

(10) That in every instance the Illinois State Grain Inspection Department apply the same standards or tests on reinspections as were used in the original inspection; that is, the moisture test be eliminated on reinspection unless the moisture test was used in the original inspection; and

(11) That the directors of the Chicago Board of Trade be requested to secure legal opinion as to the liability of the Inspection Department for its failure to draw accurate samples and for errors in grading where their rules are not followed; also as to the legality of reinspecting grain on different standards or tests that were used in the original inspection; and

(12) That said State Inspection Department, in view of increase of inspection fee, be made liable for any errors in sampling, and be compelled to deliver official samples which will be final between buyer and seller.

A REPLY.

In explanation and in reply to the above protest Mr. W. S. Cowen, chief inspector, has prepared the following:

Chicago, March 1, 1912.

Replying to a resolution passed by the Receivers' Association of the Chicago Board of Trade, January 30th, 1912, I will say that Paragraph 1 is correct.

Paras. 2 and 3:—The Illinois State Grain Inspection Department does not by actual test determine the moisture content of each and every car of corn before grading, for the reason that the approximate moisture content of at least 80 per cent of the receipts is so readily determined through the sense of feeling to the hand there is no uncertainty as to the proper grade so far as moisture content is concerned. It is only when the inspector is in doubt as to the moisture content that it is really necessary to apply the test. In such cases the sample is subjected to a careful test and is graded accordingly; hence, no rule is violated nor rights lost by the omission of work altogether unnecessary. The criticism is purely technical.

The deposit of one dollar for re-inspection was decided upon to protect the Department from an avalanche of demands for the moisture test, made by parties apparently lacking in judgment as to moisture content. Immediately upon the application of the rule requiring the deposit of one dollar, the demands for moisture tests were reduced to the legitimate necessities of the trade. An opinion not sufficiently strong to justify the deposit of one dollar with the positive assurance that it will be returned if [complaint is] sustained is surely very weak. The deposit is required for one purpose only, and that is to protect the Department from unreasonable demands. If it was not for this no deposit would be required.

Par. 4:—The inspection fee was advanced from 35 cents to 50 cents per car previous to the introduction of the moisture test on corn; therefore, it has no application to the question now in controversy. The present system is more expensive to operate; hence the necessity of an increase in the fee. This increase, however, is more apparent than real, the average contents per car of all kinds of grain received having increased from 329 bushels in 1896 to 1,330 bushels in 1911, making the actual cost of inspection per bushel (taking into consideration the increased capacity of cars) less than previous to the advance.

The fee is not paid by the receivers of grain but by the shippers. Previous to the advance in fees the receivers were paying from 20 cents to 30 cents per car to parties, designated as "Receivers' Agents," for delivering samples of grain upon the exchange floor of the Board of Trade. The collecting of samples by the receivers' agents was presumably a check on the work of the Inspection Department. This, however, was only an appearance, as the samples, as a rule, were given to the receivers' agents by the grain inspectors, the receivers' agents making no particular effort themselves and were, generally speaking, simply messengers delivering samples given to them by the grain inspectors and were in no manner a check on the Inspector's work. This was one of the many objections to the system of inspection during previous years. Since the change in fee this Department has delivered official samples upon the exchange floor of the Board of Trade free of charge, saving to the receivers of grain approximately seventy-five thousand dollars (\$75,000) annually, previously paid to the receivers' agents.

As to the accuracy of samples, this Department makes every possible exertion to obtain accurate samples from every car, contending continually with many difficulties, one of the greatest being the overloading of cars, rendering it impossible for a sampler to enter the car and use his trier properly. So long as cars are so heavily loaded, errors from this cause will unavoidably occur.

The present system of inspection is charged with being "low in efficiency as far as corn inspection is concerned." In reply, I will say the Board of Trade Sampling Department has taken upon itself the testing of corn for moisture, rendering reports of such results as they may obtain, these reports being accepted and adjustments and settlements made with shippers accordingly. Many times this Department in conjunction with the Grain Standardization Department of the United States has checked the work of the Board of Trade Sampling Department and found frequent evidence of apparent error. Why the tests made by the Board of Trade Sampling Department should be accepted rather than those of the State Inspection Department and the Grain

Standardization Department of the United States, it is hard to understand; and why shippers of grain permit settlements to be made based on moisture tests that are in no way official is equally difficult to comprehend. There is only one official inspection and moisture test of grain in Illinois, to-wit, that of the State Grain Inspection Department. This Department is equipped with the very best facilities and has competent operators. Shippers of grain are entitled to demand official rather than non-official tests in making settlements when so desired.

Par. 5:—The present system of inspection is termed, "Vicious and used for the sole purpose of beating down the grade of corn coming into Chicago." I do not hesitate to assert this to be a vicious, unwarranted misstatement of facts. It has been my only ambition as Chief Grain Inspector to develop and render an inspection absolutely fair to all concerned. In doing this I have been frequently charged with showing partiality to the incoming grain. This insinuation is another grave injustice to myself and the Department.

When the question of moisture content was brought before the Railroad and Warehouse Commission by the Illinois Grain Dealers' Association for final adjustment, it was the receivers of grain who stood like a "stone wall" and insisted upon a "dead line" maximum of 19.25 per cent of moisture in corn. I did everything in my power to have the word "approximately" inserted in the rules, thus allowing for the exercise of judgment and all other conditions taken into consideration. My efforts were unavailing. If any corn has been diverted (and in my opinion it has not) from Chicago, or any monetary loss suffered by the patrons of the Chicago market on account of the moisture test, it must be charged to the influence exerted by parties who insisted upon an "iron clad" maximum of 19.25 per cent moisture and not to the work of the Inspection Department. Many times I have been assured by the most active and representative men in the grain trade that the present system of inspecting is in every way far superior to that of former periods. This being the case, I shall be very slow in believing for one moment that the resolutions to which this is my reply represent the consensus of opinion of the best men in the grain trade, but rather the foes of honest efforts to give all interested the best inspection possible. I am in all good conscience endeavoring to follow the rules promulgated by the Railroad and Warehouse Commission with the approval of the Board of Trade Grain Committee. If there exists any good reason for so doing, the rules should be changed. Until such time, let unjust criticism cease and let all work together for the improvement and upbuilding of the difficult work of inspection rather than endeavor to tear down and destroy the results of honest effort. It is easy to destroy but difficult to formulate and build.

OFFICIAL STATEMENT.

Total cars of corn received at Chicago during three consecutive fiscal years:

	1908-09.	1909-10.	1910-11.
Cars	74,580	80,444	94,270

Total cars of corn received at Chicago during the months of November, December, January and February (moisture test months) for four consecutive seasons:

	1908-09.	1909-10.	*1910-11.	†1911-12.
November	4,752	5,073	6,468	6,210
December	10,095	8,735	11,855	7,016
January	6,682	7,800	10,307	**10,835
February	6,882	10,158	8,899	**11,547

Total	28,411	31,766	37,529	35,608
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Note the increase of 3,176 cars in the combined receipts of January and February, 1912 as compared with the combined receipts of the same two months in 1911, of a season in which was grown the largest crop of corn in the history of the country.

These official figures successfully controvert the assertion that thousands of cars of corn have been diverted to other markets this year, but rather show a marked increase in the receipts of corn over any previous year, the shortage of the present crop being taken into consideration.

Respectfully,
W. S. COWEN,
Chief Grain Inspector.

On March 7 after a hearing by the Commission, largely attended by dealers, the Illinois Railroad and Warehouse Commission abolished the rule requiring the payment of a forfeit of \$1 in cases where the moisture test of corn is made by the inspectors on complaint of shippers or receivers and the grade given by the inspector is sustained. Tests will be made hereafter in cases of protest, but no charge will be made.

*Largest crop on record.

†Small crop.

**The receipts for January and February, 1912 (small crop), exceed those of any previous two months on record.

The brokerage firm of Moss & Co., Portland, Ore., faded away in February because the W. U. Tel. Co. stopped its quotations. Some of the patrons' money which "they were obliged to deposit there" is also gone. The manager kindly made an offer to pay 12 per cent.

The Washington prison bag factory distribution of grain sacks (about 2,000,000) was about as follows: Whitman county, 420,000 (over a fifth of all), Lincoln, 312,000; Walla Walla, 240,000; Adams, 125,000; Columbia, 119,000; Douglas, 114,000; Garfield, 90,000; Skagit, 83,000; Spokane, 80,000; Klickitat, 55,000; Benton, 54,000; Franklin, 42,000; Yakima, 30,000; Asotin, 20,000; Whatcom, 30,000; all others, 140,000.

IN THE COURTS

Antone L. Wirtz, dealer in grain and feed, Milwaukee, Wis., has filed a petition in bankruptcy, alleging liabilities of \$4,249, and assets of \$867.

W. Schlund, president of the O'Donnell Elevator Co., Cleveland, Ohio, has filed a petition in bankruptcy for the company, alleging the liabilities to be \$2,696 and assets \$1,984.

Harry E. Shaw and Thomas Shaw, members of the firm of Shaw Brothers, dealers in flour, grain and feed at Newburg, N. Y., have filed a petition in bankruptcy, with liabilities scheduled at \$15,329, and nominal assets at \$2,250.

The State Bank of Culbertson, Mont., filed a writ of attachment against the Soule Elevator at McCabe, Mont., to the amount of about \$1,600. Mr. Soule states that all the storage tickets will be paid and says he will sue the bank for closing his elevator.

The D. Rothschild Grain Co., Davenport, Iowa, has won its suit against Henry Mumm for \$60, which the company advanced to Mumm in January, 1910, to cover advance sales of grain. In three trials the jury disagreed but in the last one a judgment was found for the Company.

The Nye-Schneider-Fowler Co., Fremont, Neb., is suing the Union Pacific R. R. Co. for \$678.73. The Company claims that the railroad used leaky cars to carry a consignment of sixty cars of grain from Fremont to Kansas City, and grain to the value of the claim was lost in transit.

The Farmers' Galesburg Elevator Company, Galesburg, Ill., is suing W. E. Culver for alleged breach of contract, in the failure to deliver specified quantities of grain contracted for at specified times. The defense of Culver will be that the condition of the roads made delivery impossible, as the heavy rains of September occurred at the time when delivery was specified.

Thomas C. Linger and Philip F. Linger, partners in the Ohio Hay and Grain Co., Findlay, Ohio, have entered suit against the C. H. & D. Ry. Co., for damages amounting to \$2,506.41, with interest, alleged to have been sustained at various times by the failure of the company to deliver hay and produce, and by charging excessive rates. The complaint was 123 pages long.

The Grain Producers' Co. of Duluth, Minn., was held liable for grain storage tickets issued at Minto, N. D., by Thomas Elliott, the missing grain dealer of Minto. The company contended that Elliott was not their agent but was in business for himself and that his use of the tickets was not authorized by them. The decision was made in the case brought by L. Kothmsted, who holds a number of the tickets. The case will probably be appealed by the company.

The Blair Elevator Co. has filed suit against the Ewart Grain Co., Lincoln, Neb., asking judgment for \$644.66. It is alleged that on May 26 last, the Blair Elevator Co. bought of the defendant 10,000 bushels of corn to be delivered within 15 days. The company alleges that only 7,107 bushels were delivered, and that on a later date when 10,000 bushels were bought that only 7,638 bushels were delivered. For a third cause of action the company states that it bought 5,000 bushels of corn and none of it was delivered.

Answers have been filed in the United States District Court at Buffalo, N. Y., by four of the defendants named in the suit brought by R. S. Patterson of Wilkes-Barre, Pa., against the Buffalo Corn Exchange and fifty-four grain concerns of Buffalo. The suit arose over the alleged "blacklisting" of Patterson who claims he could not do business on the Buffalo exchange. The concerns that have entered a general denial are the Washburn-Crosby Co., the H-O Co., the Iron Elevator & Transfer Co., and the Eastern Grain Co.

W. N. Hind has been appointed receiver for the Standard Hay & Grain Co., Covington, Ohio. W. H. Weber, a partner of Henry Heile, representing the concern, petitioned the court that a receiver be appointed, stating that there are a large number of outstanding obligations against the firm and when the good will and property are considered the assets of the company will far exceed the liabilities. The petition states that although the company is solvent, conditions are such that a continuance of business would mean loss to the firm and its creditors.

The Spokane Flouring Mills Co., Spokane, Wash., have filed suit against Lincoln County, Wash., in a peculiar case. In February, 1909, the Mills contracted with Inkster Brothers, grain dealers of Davenport, Wash., for future delivery of 10,000 bushels of wheat, and with the Seattle Grain Co., Seattle, Wash., for 15,000 bushels. At assessment time the grain was assessed against the purchasing company, a total of about \$380. The Mills refused to pay the taxes and the grain was seized by the sheriff. The Mills argue that only the physical loading of the grain on the cars should constitute a sale, according to the f. o. b. clause in the contract. The

county has contended that the sale took place when the contract was signed and the actual loading of the grain was not necessary to pass title to the company.

Richard Henden and James Henden, charged with having participated in the burning of the elevator of the Croft Seed Co., at Moulton, Iowa, last August, pleaded guilty to the charge and were sentenced to three years in the penitentiary. A. C. Croft, owner of the elevator, also indicted, will be tried at the next term of the court. The cases involve the payment of \$16,500 insurance.

The United States Supreme Court ordered a mandamus issued to compel the United States Circuit of Appeals at St. Louis, Mo., to consider the appeal of the Merchants' Stock & Grain Exchange from the ruling of the Circuit Court at St. Louis. The lower court held the Company in contempt for violation of an injunction issued in proceedings instituted by the Chicago Board of Trade. The Company, with John F. Ryan, and others, had been enjoined from using market quotations of the Chicago board. They appealed and the Circuit Court of Appeals denied the appeal on the ground that it did not have jurisdiction.

Demurrers of the United Surety Company to suits against it by the Hubbard & Moffitt Co., and the Mechanics-American National Bank, of St. Louis, Mo., have been overruled and the cases will be tried on their merits. The Company was surety for the Cochrane Co., grain dealers, and both the bank and the Hubbard-Moffitt Co. held elevator receipts against the Cochrane Co., which failed to deliver grain according to the grain inspection law, it is alleged. The Surety Company demurred on the ground that part of the inspection act had been declared unconstitutional. The court ruled that the bond of the company was valid under the common law even if the warehouse act is not applicable.

Arthur D. Potter, Lucius N. Potter and George D. Sanderson, of Greenfield, Mass., doing business as the W. N. Potter Grain Co., at Gardner, Mass., have filed papers in the Superior Court to contest a suit instituted against them by Eugene W. Seaver, a minor, of Gardner. The plaintiff claims that he was hurt while in the employ of the defendants by the falling upon him of bags of salt from a truck belonging to the company, due to the fact that the truck was unfit for the purpose it was used for. Each of the defendants have entered a general denial, and Lucius D. Potter claims that there has been no legal and sufficient service upon him, and further that his name is not Lucius N. Potter but Lucius D. Potter. He asks that the action be dismissed with his costs.

Contending that Robert C. Cox violated an agreement made with John W. Prather and others, J. W. Prather has petitioned the court for an injunction to prevent Cox from engaging in the grain business in the vicinity of Williamsville, Ill. According to the petition, R. C. Cox sold his grain business and property at Ellis Station to the Brainard & Prater Grain Co. in 1910, and agreed not to engage in the business of buying and selling grain within a radius of five miles of Williamsville for a period of 25 years. In spite of this agreement the Company states that he is now engaged in the grain business in Williamsville, Vanwood and Ellis station. A temporary injunction was granted and a hearing set for some future date.

By a decision of the United States Supreme Court, in the case of the United States versus Harvey C. Miller and Morris F. Miller of Philadelphia, the judgment of the Circuit Court for the Southern District of Georgia has been reversed and the case remanded to the Circuit Court for further proceedings. The decision is important in that by a unanimous decision of the Supreme Court it is decided that the publishing of a tariff schedule and the posting of it does not establish a rate. The lower court ruled that there was no posted rate, and, therefore, no legal rate was established, and the defendants were dismissed because of the contention set up that as there was no posting of a rate the rate could not be determined and therefore they had not enjoyed a rebate.

New Orleans has inaugurated a movement to secure the opening of another deep channel at the mouth of the Mississippi river.

A. H. Nelson, buyer for the Monarch Elevator at Gary, Minn., for the past two years, has resigned and his place has been filled by Helmar Degerness, recently in charge of an elevator at Kellys, N. D.

Richard Meneff, a deputy grain inspector of the Chamber of Commerce, Cincinnati, Ohio, has been dangerously ill for the past three weeks. His 10-year old daughter died March 3 and owing to his condition at the time he was not told of her death.

A movement is on in Kansas to abolish the binder twine factory in the state prison on the ground that its output is inferior and that if the truth were known it is no more profitable to the state than the Michigan prison shop, which is said to be run at a loss.

PERSONAL

E. N. Gulberg is now with the Farmers' Elevator Co., Risk, Ill.

D. E. Maddock of Peerless, N. D., is now in charge of an elevator at Hettinger, N. D.

James Hopkins of Dunkirk, Ind., is now in charge of the grain elevator at Millgrove, Ind.

Bert Hinkle of Delphi, Ind., is now engaged in the grain business at Rushville, Ind.

Edward Rising has been elected manager of the Farmers' Elevator at Thomasboro, Ill.

Thomas Hennessy has been elected manager of the Farmers' Elevator at Mohall, N. D.

Leslie McClay, of Clearwater, Minn., is now in charge of an elevator at Howley, Minn.

Homer Canfield of Kellogg, Minn., has taken charge of the R. E. Jones Elevator at Maiden Rock, Wis.

Andrew Lair of Perry, Iowa, has accepted a position with the Neola Elevator Co., at Hayesville, Iowa.

E. E. Derrough of Urbana, Ill., the new manager of the Sidney Grain Co., Sidney, Ill., has moved his family to Sidney.

W. R. Davis, recently elected manager of the Farmers' Elevator at Ralston, Iowa, has taken charge of the elevator.

James E. Barnaba has resigned his position at the Harper Elevator at Douglas, Ill., and will be succeeded by Clyde Porter.

C. J. Mellen has severed his connection with the Johnston Elevator Co., Marion, N. D., and has been succeeded by Swan Swanson.

N. S. Byington will be agent for the Imperial Elevator Co., at Beltrami, Minn., as the company has decided to open the house.

William Chambers, a well known grain dealer of Pullman, Wash., is planning to leave for Europe for an extended trip about March 16.

Hans P. Borge of the Duluth office, and A. F. Ebbenson of the Minneapolis office of the State Board of Grain Appeals will retire August 1.

Daniel Harrington has been elected to succeed M. R. Milne as manager of the Farmers' Co-operative Exchange elevator at LaPorte City, Iowa.

Robert Powell, who has recently been in charge of the Lincoln Grain Co.'s elevator at Raymond, Neb., has been transferred to another station.

J. A. Ries of Cactus, S. D., will probably move to Hartzburg, S. D., where he will have charge of the Farmers' Elevator that will soon be established there.

Nick Witzman, who has been in charge of the Osborne-McMillan Elevator at Watkins, Minn., has resigned and his position has been taken by Edward Enderle.

L. A. Kennedy has been selected as manager for the new company that bought the Barnhouse elevator at Harpster, Ohio. H. F. Sears is president of the new concern.

P. E. Lyngen has accepted a position as buyer for the Eagle Elevator Co., at Clarkfield, Minn., to take the place of R. N. Stangeland who is planning to go to Montana.

Emil Hjerpe has retired as manager of the Svca Coal & Grain Co., New Britain, Conn. The directors elected Severing Johnson as treasurer and Alfred Johnson as manager.

George Reinhardt, member of the firm known as the Reinhardt Grain Co., McKinney, Texas, is now actively engaged in the management of the firm. Heretofore he has not taken an active part in the business.

Bert Wilcoxson, formerly buyer for the Slagle Co., at Ireton, Iowa, will take the place of R. L. Staben, who has resigned from the management of the Farmers' Elevator Co. in order to go into business for himself. Mr. Staben is now associated with A. C. Collins.

John Gerard, aged seventy, a graindealer, was thrown down the stairs to the subway near his place of business in New York City recently and was severely injured. He sustained a broken leg and internal injuries. He was attacked by a number of holdup men.

A. R. Smith, who has been connected with the Wiscasset Grain Co., Wiscasset, Me., for several years, has resigned and U. G. Gordon of Cumberland has been selected to fill his place. Mr. Gordon has been connected with the Cumberland Milling Co., Cumberland Junction, Me., for the past five years.

V. C. Elmore, a prominent grain dealer at Ashland, Ill., was rescued from his burning home at Ashland, recently. The house caught fire early in the morning and members of the family were nearly suffocated when rescued. A. J. Barnett of Hillview, Ill., dragged Mr. Elmore from bed and out of the house. The other members of the family escaped with little trouble.

HAY AND STRAW

Alfalfa is in demand in Mississippi, according to C. G. Hamilton of Columbus.

A ton of hay sold for \$35 at Riga, N. Y., on March 1, a record price for the county.

Present prices for alfalfa at Kansas City are from \$4 to \$4.50 higher than a year ago.

Alfalfa is bringing \$15 in Plainview, Texas. Most of the crop is now out of first hands.

The Quaker Oats Co. discontinued its entire hay office staff in New York City on March 1.

White Lake, S. D., has shipped over 350 cars of hay since last fall to other parts of the west.

Hay dealers of Negaunee, Mich., are shipping out for the first time in years. Hay is selling for about \$22.

Montreal has shipped double the amount of hay into the country this year than was shipped last year.

Hay is in good demand in New Orleans, La. Hay ranges from \$24 up, and alfalfa is bringing \$21, and prairie \$15.

Chippewa County, Mich., raised 30,000 tons of hay in 1911, of which 5,000 tons are needed for farm consumption.

The Farmers' Union at Baton Rouge, La., recently shipped 25 cars of lespedeza hay in one train to New Orleans.

Alfalfa grown in the Longmont district, near Longmont, Colo., is finding a ready market at southern points.

Hay was sold at auction at Eaton Rapids, Mich., the latter part of February for \$23.50 a ton, a record price for that part of the country.

The St. Bernard Hay & Grain Co., St. Bernard, La., has been incorporated with a capital stock of \$3,000. W. E. Gillis is the principal stockholder.

Kansas railway men have been trying to find some means of utilizing or getting rid of the wheat straw in that state, for which no market seems available.

Consular reports from Austria say that a new process has been invented for making fibres from wheat, rye and oat straws that may be used for making dress goods.

Stock raisers and farmers owning large numbers of work stock are sending their stock out of the southern part of California owing to the shortage in hay and feedstuffs.

The entire alfalfa crop of the Gardena district, near Walla Walla, Wash., has been marketed. About 8,000 tons were raised on 1,200 acres. The hay averaged \$10 in that region.

Bad roads were responsible for hay reaching \$17 at Mason City, Iowa, the latter part of February. Alfalfa was selling for \$20 and straw for \$7.50, rather high prices for Mason City.

During February Kansas City broke all previous records for receipts. A total of 3,439 cars were received. The alfalfa receipts record was broken, 1,086 cars being received during the month.

The Central West Improvement Association of Grand Rapids, Mich., is planning to establish a hay market on the west side of Grand Rapids. A site will be selected soon and the market opened.

Alfalfa has been successfully raised near Berlin, Conn., the past three years. The crop this last year averaged 6 1/4 tons to the acre, in three cuttings. The hay brings \$25, while timothy is bringing \$35.

Hay B/Ls should contain the endorsement in all cases, "Inspection allowed," otherwise, except where there is state inspection, inspection will not be allowed until after the hay has been turned over to the consignee.

An alfalfa mill will be built at Fallon, Nev., as soon as material can be brought to the place. D. Hascall is back of the project. A stock feed will be made of alfalfa and the pulp from the sugar factory at Fallon.

The 1910 crop of hay in the White River Valley, around Meeker, Colo., amounted to 75,000 tons, while the 1911 crop was 350,000 tons. None of it has been shipped as the stock industry of the county takes care of all that is grown.

Hay growers of the Yakima reservation met at Toppenish, Wash., recently and organized. F. Benz was elected president of the organization which is the Toppenish local of the Farmers' Educational and Co-operative Union of America.

Is the once despised and hated Russian thistle, for permitting which to grow on his land a farmer in some states might be heavily fined, an "ugly duckling" just beginning to develop into the magnificence of the swan? At least it is beginning to be called in Kansas the "poor man's alfalfa"; and in Gore County, in the arid northwest, it is said a farmer has sued a neighbor for his share of a crop of Russian thistles! There was an agreement

that each was to share the crop equally, but the only crop was one of thistles. But these, it was found, would maintain cattle in a bad year.

H. J. Maxfield, emigration commissioner of Minnesota, states that there is plenty of cut-over land in the north of Minnesota that can be used for growing hay. If only a part of this land were utilized Minnesota could raise enough hay for its needs.

The Erie Railroad has refused to accept shipments of Canadian hay from the Grand Trunk Pacific unless shipments are turned over to them at Binghamton, N. Y. No more deliveries will be accepted at Weehawken, N. J., from the Grand Trunk.

The U. S. Army is growing Guinea grass at Jolo, in the Philippines, and the quartermasters of the army say that enough can be grown to feed all the cavalry and transportation animals. Formerly the hay and oats were shipped across the Pacific at great expense.

The report in these columns last month that the American Hay Co. had sold out at St. Albans, Vt., to the National Hay and Grain Co., was a misstatement, as the American Hay Co. has not given up its property at St. Albans and has no intention of disposing of it.

California reports that the Alfalfa Meal Millers' Corporation of San Francisco is investigating a process of sugar (or syrup) manufacture from alfalfa meal, which is said to have been tried at Sioux Falls, S. D., by a California chemist temporarily residing there.

Concessions offered by the country holders have lowered the price of hay and straw materially in Portland, Ore., and other far Northwestern markets. The Portland market has been weak and top-heavy. In California strong prices prevail as a result of crop conditions.

The New York State Hay Dealers' Association will draw up a law governing the sale of hay and submit it to the state legislature. The Association wants hay pressers licensed, as the dealers in New York are having much the same trouble that the Maine hay dealers did with short weights.

Formerly most of the hay and straw in the Minneapolis and St. Paul markets came from southern points but shipments this year show, according to figures compiled by C. R. Rank of the Hay and Grain Board of Trade, that the source of the supply this year has changed to northern points in Minnesota and North Dakota. He predicts a shortage in the Twin Cities.

"Bokhara" is the newest name for the common "sweet clover," the seed of which out west is worth from 15c to 18c per pound. It has been found that the plant as pasture is excellent for hogs and cattle; is a soil renovator (a legume); and that all one has to do to "get rid of it" is to plow it under in July and August and seed the land to small grain.

The Montreal hay market keeps very firm both as regards the situation locally and at outside points. The heavy roads in the country and the continued scarcity of cars keeps the local market bare of supplies, and prices are consequently well maintained with an upward tendency. The exceptionally cold March so far is causing farmers to feed an extra quota to their live stock, and sales at country points are reported at \$14 per ton loose, equal to \$16 to \$16.25 pressed.—Trade Bulletin.

J. Vining Taylor, Secretary of National Hay Association, recently sent out a number of questions to hay shippers in different parts of the country. The returns show the conditions are as follows: The hay crop of Virginia practically a failure on account of the drought; and the condition of 1911 crop is about 82 compared with last year with an acreage of about 85 per cent of last year. Colorado, Oklahoma and Nebraska reported no hay on hand except alfalfa in Colorado and prairie in the other two. Oklahoma had the largest holdings, 21,125 tons, available for shipment before spring, and Wisconsin the lowest, with 829 tons available for shipment. All but Wisconsin report present market prices attractive. Roads were not retarding the movement of hay in any state reporting. No. 1 timothy was bringing from \$16 to \$17 in Canada to \$22 to \$23 in Pennsylvania. Canada reports acreage 100% of last year's, Indiana 102%, Michigan 107%, New York 102%, Oklahoma 105%, Pennsylvania 102% and Wisconsin 124%. Illinois and Ohio have 82% of last year's acreage, Iowa 75% and Kansas 69%. The condition of timothy in Kansas is 56% and in Canada 50%, but in all other states reporting it is over 82, and compared with last year at this time it is 112 in Illinois, 105 in Indiana, 111 in Iowa, 100 in Michigan, 103 in Ohio, 100 in Oklahoma, 111 in Pennsylvania and 102 in Wisconsin. Clover is dried out in Iowa and frozen in Illinois, and in the other states ranges from 64 in New York to a condition of 112 in Wisconsin, compared with last year. Less than 10% of the crop is held by the farmers in Arkansas and Canada; less than 10% is held by the dealers in Arkansas, Canada, Ohio and Wisconsin. Farmers are holding about 18% of the crop in Colorado, Illinois and Oklahoma; about 38% in Indiana, Nebraska and New York by the

farmers, and about the same amount by the dealers in Illinois and Pennsylvania. Dealers hold 82% in Colorado, 29% in Indiana, 35% in Iowa, 79% in Kansas, 24% in Michigan, 67% in Nebraska, 61% in New York, and 81% in Oklahoma. Farmers hold 53% in Iowa, 21% in Kansas, 47% in Michigan, 61% in Ohio, 31% in Pennsylvania and 65% in Wisconsin.

The American demand for Canadian hay, crop of 1911, has been three times as great as in previous years. The New England and Eastern states take most of the imports, but the South, even Florida and Georgia, also take what they can get. The trade with the South is limited by car shortage, as the "home" cars were wanted in Canada and the cars from Southern roads have not been available to any great extent. Prices have increased until at present the premium is \$5 and upwards per ton above last year's Canada price. Farmers throughout Quebec are gathering every ton of hay they can spare, and much of it is sold before the cars arrive.

The high price of Canada hay, says the Trade Bulletin, is not its scarcity but the scarcity of transportation. "There is plenty of hay held in different sections of the country awaiting cars to take it to this and other markets," said the Bulletin on Feb. 23. Take, for instance, the congested state of affairs at St. Lin in this province, where the station sheds are filled with hay and hundreds of cars are piled alongside the station, most of which are without cover, not even a tarpaulin on them. One dealer there is said to have sold over two hundred cars, but cannot complete his sales by making delivery, simply because the railway has not the cars to move the hay." In some places the farmers have refused to sell, believing they will get even higher prices later on. But this is by no means certain, as there is any amount of hay ready to be forwarded as soon as freight accommodation is available. A great deal of the hay awaiting cars at country points has been sold for shipment to the United States and points in Ontario.

THE HAY TRADE.

In some sections of the country the hay movement was larger during the last few days than before, though the average showed little change. This movement kept local markets fairly well supplied with an excess well up to the demand for shipment to other feeding points. The local market had a liberal supply of timothy with easy prices ranging from \$15 to \$17 per ton with some of it held over unsold. The arrivals of prairie hay were hardly equal to the demand and the market was strong for this class. Outside sources sent in inquiries of midland for shipment taking the bulk of receipts and the market altogether showed demand about equal to the supplies.

In some eastern cities there had been an earlier decline but with moderate receipts later the tone strengthened. Canada is still shipping in hay to New England and New York where it is selling at about \$22 to \$25 for cultivated hay and rye straw is bringing there when in good condition from \$15 to \$18 per ton.

In the West there is a steady movement of hay to the several markets, with no large amount of surplus reported. Kansas City shippers quote no change in the markets for timothy or timothy and clover mixed, while the market for good prairie hay is strong and alfalfa also sells at about top quotations of late.

Considerable damaged hay is said to be in market there and some of it of little value. Generally speaking the hay trade of the country while quiet remains firm and promises to continue so for some time yet.—Minneapolis World-Record.

HAY AND THE PURE FOOD ACT.

Readers will recall the report on page 462, Feb. No., of a seizure by the pure food inspectors and its condemnation of a lot of alfalfa hay by the court. Since then Sec'y Taylor of the National Hay Association reports that he has been advised of other complaints to "the same purport from other parts of the country." He adds:

"It behooves us to be very careful in handling the balance of the crop and speedily to adjust ourselves to the new conditions. It would appear that hay unfit for feeding purposes must not be shipped without your state, and it must not be 'mishranded.' No more can we safely ship 'No. 2' hay and call it 'choice' or 'No. 1.' As this is the cleaning up time in the trade hay barns and storage and grading sheds are being emptied, we cannot be too careful in shipping their contents. Our Association has had no controversy with the Government and we must do nothing to warrant an interference.

"Our advice is that you load no musty, mow-burned, rotten, very weedy or wet hay in a car under any circumstances; that in invoicing hay you describe it just as it is. It is just as unlawful to misbrand hay as it is to ship rotten hay, and the penalty is the same, namely, confiscation of the hay and liability to a fine. Ship your mixed cars and odds and ends to a market where it can be officially inspected and release yourself from further liability; in doing this invoice it simply as baled

hay. We think it unadvisable to ship this kind of hay to the interior trade, as it gives the buyer an advantage that is unfair. We would advise that as far as possible you confine your business to members of the National Hay Association; if your customer is not a member ask him to join. Our experience is that we have little or no trouble with members of our Association."

HAY PRICES.

The following table shows the highest prices, also prices for No. 3 timothy hay in the markets for week of March 9:

	Choice.	No. 3.
New York	\$27.00	\$22.50
Brooklyn	27.00	22.00
Jersey City	27.00	22.00
Boston	26.00	18.00
Providence	26.00	21.00
Philadelphia	25.50	21.50
Pittsburgh	25.50	22.50
Pittsburgh prairie	17.50	.....
Richmond	26.50	22.00
Washington	26.00	21.00
Baltimore	26.00	23.00
Newport News	27.50	24.00
New Orleans	29.00	26.00
New Orleans prairie	15.00	.....
Cincinnati	26.00	22.75
Chicago	23.00	18.00
Chicago prairie	18.50	.....
Detroit	23.00	19.75
Cleveland	24.50	21.00
St. Paul	18.00	12.75
St. Paul prairie	15.00	.....
Duluth	16.00	.....
Duluth prairie	13.00	.....
Minneapolis	18.00	13.00
Minneapolis prairie	15.00	.....
St. Louis	25.00	20.00
St. Louis prairie	18.00	.....
San Francisco	20.50	.....
Montreal	16.00	.....
Norfolk	26.25	22.00

AVERAGE PRICES.

Average price per ton for top grades of hay in the leading markets:

Eastern Group.	
This week	\$26.28
Last week	26.21
Year ago	21.21
Central, Western, and Southern Group.	
This week	\$24.35
Last week	24.21
Year ago	18.43

—Hay Trade Journal.



Uncle Sam and some of the experts agreed on wheat reserves, but not on corn and oats. Uncle Sam says farmers held 122 millions wheat March 1st.—Zahm's Red Letter.

The Cargill Elevator Co., Minneapolis, has bought six automobiles for its country representatives.

Shippers can "rest easier," but our advice is to go slow in buying "rot-gut" grain from the farmer.—Zahm & Co.

The State Grain Commission of Idaho has made arrangements to take a census of the grain yields of that state for 1911.

There was a lively struggle in the Canadian parliament to change the name of "Manitoba" wheat to "Canada," or "Canada Western," but the resolution was voted down after a sharp debate in the House.

The Inter-Ocean's New York correspondent notes the arrival in that city on February 26 of one Desso Rosner, a Hungarian plunger, who after six months' study of English, will proceed to "corner wheat" in this country. "Forewarned, forearmed."

The grain elevator at Mansfield, Ill., located on the Big Four tracks, was destroyed by fire recently. It is supposed that the fire was caused by sparks from a passing locomotive. The loss on the grain is covered by insurance, and that on the building is partially covered.

FIRES-CASUALTIES

A small fire broke out at the Rialto Elevator, Milwaukee, Wis., and damaged the interior slightly.

The grain elevator of Cogar & Co., Midway, Ky., was destroyed by fire recently with a loss of \$30,000, with \$25,100 insurance.

The rice storage warehouse of N. P. Davenport at Houma, La., was totally destroyed by fire recently, causing a loss of about \$3,500.

The Crabbs-Reynolds-Taylor Elevator at Wingate, Ind., was totally destroyed by fire March 8. The insurance partially covers the loss.

Fire at Monroc, S. D., destroyed the Ryan Elevator, causing a loss of about \$7,000. The farmers will be paid in full for all grain in storage.

The hay and grain store of A. P. Ames & Co., Peabody, Mass., was destroyed by fire from an unknown cause, resulting in a loss of about \$10,000.

About 200 tons of straw and 60 tons of barley hay were destroyed in a storage house fire at Chino, Cal., recently. The loss amounted to about \$3,000.

The hay warehouse of T. F. Heath & Co., Petersburg, Va., was damaged by fire recently. Several hundred tons of hay was destroyed and damaged by water.

The Farmers' Elevator at Thorne, N. D., was destroyed by fire February 26. The cause of the fire is thought to have been sparks from a passing locomotive.

Safe-blowers visited the grain store of E. A. Cowee at Jefferson, Mass., but the robbers got nothing, although they blew the safe and ransacked the entire place.

A high wind recently at Waco, Texas, damaged the steel storage tank in course of construction for the Waco Mill & Elevator Co. The loss will amount to about \$2,000.

The elevator of A. H. Ling at Jetmore, Kan., was destroyed by fire February 23. The insurance will amount to about \$700. A new elevator would cost about \$3,000.

The grain elevator of the Canada Flour Mills Co., at Ringgold, Ont., was destroyed by fire February 28, causing a loss of \$3,000, with insurance to the amount of \$2,500.

The warehouse of the South Texas Grain Co., Houston, Texas, was destroyed in a fire that swept part of the city, February 21. The amount of the damage is not known.

The Farmers' Elevator, lumber yard, coal cribs and sheds at Dumont, Iowa, were destroyed by fire February 19, with a loss of nearly \$20,000. The loss is partly covered by insurance.

The grain elevator at Kingston, Iowa, collapsed February 20, caused by the foundation giving way. The building contained about 13,000 bushels of grain. It will be rebuilt at once.

The grain elevator at Glendon, Ohio, was burned to the ground February 21 with a loss of about \$6,000, partially covered by insurance. It was the property of Dewey Brothers of Blanchester, Ohio.

A team of horses fell into the grain dump of the Lincoln Grain Co., Lincoln, Ill., recently. The dump had been left unlocked. It took several hours' work with a block and tackle to get the horses out.

The elevator owned by Daniel Sherman, located west of Clinton, Minn., was destroyed by fire March 3, and about 1,500 bushels of barley and other grains destroyed. The loss is partially covered by insurance.

Fire damaged the grain store of the Miller Grain Co., Beaumont, Texas, to the amount of \$15,000, February 22. The fire started in a pile of baled hay in the storage. The entire stock was covered by insurance.

E. H. Ewing and M. M. Crumpacker were seriously injured recently at Glenwood, Wash., when a pile of wheat, 20 sacks high, fell over on them. Crumpacker was so seriously hurt that his recovery is not expected.

The mill, elevator and warehouse of the Sweetwater Mill & Elevator Co., Sweetwater, Texas, were destroyed by fire recently, causing damage to the amount of \$40,000. One-half of the amount is covered by insurance.

The Farmers' Elevator at Jessie, N. D., was totally destroyed by fire February 23. About 14,000 bushels of grain were in the building. The cause of the fire is not known. The elevator was fully covered by insurance.

The Pollard & Bowling Warehouse at Fresno, Cal., was damaged to the extent of about \$200. There was a stock of hay and grain in the warehouse worth about \$20,000, but it was only slightly damaged by water.

Fire starting from defective electrical wiring destroyed the 50,000-bushel elevator of the Northwestern Elevator Co., Kansas City, Kan., March 1. The loss is estimated at \$24,000, which includes the loss of 8,750 bushels of grain. The loss is covered

by insurance and the owners say that the building will be rebuilt.

The elevator of W. S. Russell at Allentown, Ill., was burned to the ground February 20. A carload of oats standing on the track was also destroyed. The loss will amount to about \$15,000, with about \$10,000 insurance.

The Imperial Elevator at Erie, N. D., was burned to the ground February 24, and the Farmers' Elevator caught fire from it and was also destroyed. Both elevators contained a lot of seed wheat that was being cleaned for the farmers.

CROP REPORT.

The March Crop Report estimates that the quantity of wheat on farms March 1, 1912, was about 122,025,000 bushels, or 19.6 per cent of the 1911 crop, against 162,705,000 bushels, or 25.6 per cent of the 1910 crop on farms March 1, 1911, and 160,214,000 bushels, or 23.4 per cent of the 1909 crop on farms March 1, 1910. About 56.1 per cent of the crop will be shipped out of the counties where grown, against 55.6 per cent of the 1910 crop and 61.1 per cent of the 1909 crop so shipped.

The quantity of corn on farms March 1, 1912, was about 884,069,000 bushels, or 34.9 per cent of the 1911 crop, against 1,165,378,000 bushels, or 40.4 per cent of the 1910 crop on farms March 1, 1911, and 977,561,000 bushels, or 38.3 per cent of the 1909 crop on farms March 1, 1910. About 20.5 per cent of the crop will be shipped out of the counties where grown, against 22.9 per cent of the 1910 crop and 24.9 per cent of the 1909 crop so shipped. The proportion of the total 1911 crop which is merchantable is about 80.1 per cent, against 86.4 per cent of the 1910 crop and 82.5 per cent of the 1909 crop.

The quantity of oats on farms March 1, 1912, was about 289,988,000 bushels, or 31.4 per cent of the 1911 crop, against 442,665,000 bushels, or 37.3 per cent of the 1910 crop on farms March 1, 1911, and 365,432,000 bushels, or 36.3 per cent of the 1909 crop on farms March 1, 1910. About 28.8 per cent of the crop will be shipped out of the counties where grown, against 30.6 per cent of the 1910 crop and 32.7 per cent of the 1909 crop so shipped.

The quantity of barley on farms March 1, 1912, was about 24,760,000 bushels, or 15.5 per cent of the 1911 crop, against 33,498,000 bushels, or 19.3 per cent of the 1910 crop on farms March 1, 1911, and 42,602,000 bushels, or 24.6 per cent of the 1909 crop on farms March 1, 1910. About 57.2 per cent will be shipped out of the counties where grown, against 50.0 per cent of the 1910 crop and 52.5 per cent of the 1909 crop so shipped.

Stocks of corn and oats on farms March 1, by important states:

CORN.				
	% 1911 crop.	1912.	1911.	1910.
Pennsylvania	34	21.7	22.3	12.0
Ohio	35	52.7	56.4	63.0
Indiana	36	62.9	79.2	76.2
Illinois	36	120.6	172.3	163.9
Michigan	30	16.7	18.9	17.5
Wisconsin	30	17.4	14.8	16.2
Minnesota	35	25.9	19.3	24.4
Iowa	40	122.1	151.3	143.5
Missouri	30	57.7	104.9	68.9
North Dakota	25	1.8	0.2	1.1
South Dakota	25	12.7	13.1	21.7
Nebraska	37	57.7	84.3	79.3
Kansas	26	32.8	71.4	54.1
Kentucky	34	31.8	41.6	31.7
Tennessee	39	35.5	38.7	25.0
Texas	15	10.4	47.6	18.1
Idaho	12	....	0.0	0.0
Washington	17	0.1	0.2	0.1
Oregon	13	0.1	0.1	0.1
United States	34.9	884.1	1,165.4	977.6

OATS.				
	% 1911 crop.	1912.	1911.	1910.
New York	40	15.4	19.1	13.9
Pennsylvania	36	11.4	17.3	9.9
Ohio	30	16.4	24.4	21.3
Indiana	25	11.8	19.0	16.7
Illinois	28	34.0	60.8	51.1
Michigan	33	14.2	20.1	16.7
Wisconsin	38	25.5	28.8	31.4
Minnesota	35	23.5	30.8	37.6
Iowa	37	46.7	81.0	44.9
Missouri	31	5.5	16.1	8.7
North Dakota	41	21.0	4.5	30.3
South Dakota	24	2.7	12.5	17.4
Nebraska	31	10.8	32.6	21.3
Kansas	28	8.4	23.4	8.0
Texas	13	2.4	4.8	0.8
Montana	37	7.8	5.3	5.2
Idaho	28	4.1	3.7	3.4
California	11	0.8	1.0	0.5
United States	31.4	290.0	442.7	365.4

TRANSPORTATION

Lake owners are asking 2c for wheat to Buffalo.

The G. N. recently placed an order in Cass Lake, Minn., for 100,000 grain doors.

Ocean freights dropped late in February to 1½ @ 2c to U. K. and continental ports.

The proposed electric road from Mendota to Ottawa, Ill., is acquiring grain elevator sites along the route.

The annual meeting of the Chicago Traffic Club will be held on March 26. There are four tickets in the field for officers.

The C., M. & St. P. Ry. has made a through rate from South Dakota via Sioux City east, with transfer privilege at Sioux City.

A through rate on barley of 62½c has been made from California, Utah and Nevada to Chicago and 70c to points east of Chicago, with transit privilege at Chicago.

Grain has been flowing into Duluth from Canada so rapidly since February 15 that at March 1 only 10,000,000 space remained unfilled, and a blockade was feared owing to the slow movement eastward for want of cars.

A Washington telegram of February 28 says: "On the ground that the recent decision of the Supreme Court of the United States in the 'grain elevators case' is being used as a rank discrimination, both as between shippers and localities, F. H. Peavey & Co. and subsidiary companies at Omaha and Kansas City petitioned the court for a rehearing."

The Chicago Board of Trade transportation department gives notice that effective May 1, 1912, the outbound roads from Chicago will cancel tariffs making an allowance of 50 cents per door, with a maximum of \$2 per car, for supplying grain doors. These roads will thereafter furnish cars fully equipped with grain doors, and no allowance whatever will be made to shippers. This arrangement will apply not only at Chicago, but at all points in Central Freight Association territory.

THE ALLOWANCES AGAIN.

Basing the order in the Supreme Court decision in the "Peavey allowances case," the Commerce Commission on February 27 authorized an elevation allowance not to exceed three-quarters of a cent a hundred pounds to be made to shippers by the railroads in Kansas City and other Missouri River transfer points, effective April 15. The order was issued on application of the St. Louis Merchants' Exchange that the payment of the allowance at Missouri River points discriminated against St. Louis as a grain market, where no allowances were paid. To this proposition the Commission agreed, but in view of the Supreme Court's decisions nothing was left for the Commission to do but authorize the allowances and limit the time of the passage of the grain through the elevators to ten days.

RESOLUTION ON CAR SITUATION IN ILLINOIS.

At a meeting of members of the Illinois Association in attendance at the mass meeting at St. Louis on February 23, a committee composed of W. L. Shellabarger of Decatur, Ralph Hasenwinkle of Bloomington, and John W. Prather of Williams-ville, reported the following preamble and resolutions, which were adopted:

Whereas, During the past sixty days the several railroad companies within the state of Illinois have not furnished a reasonable supply of empty cars for the shipment of grain; and

Whereas, It is a well established fact that the corn crop is moved largely during the months of January, February and March of each year; and in view of that fact the railroad people should have made the necessary provisions to take care of the heavy movement of corn during this period; and

Whereas, It is evident that the railroad companies are discriminating against the grain shipping interests in favor of other interests in permitting the loading of cars with other merchandise, which should be made available for grain loading; and

Whereas, The failure on the part of the railroad people to furnish the necessary cars for the movement of grain is undoubtedly due—First, to the deplorable condition of their motive power; second, to the large percentage of bad order cars unfit for grain or other merchandise loading; and third, to the insufficient supply of suitable box cars for the handling of grain; therefore, be it

Resolved, That we, the members of the Illinois Grain Dealers' Association, assembled in St. Louis, Mo., this 23d day of February, A. D. 1912, do hereby demand that immediate steps be taken by the several railroad companies within the state to relieve the situation, and be it further

Resolved, That the secretary of this association is hereby directed to mail a copy of these resolutions to the proper officials of the several railroad companies operating within this state, and to furnish a copy of same to the chairman of the railroad and warehouse commission.

ESTABLISHING A RATE.

In reversing and remanding for new trial the case of U. S. vs. Harvey C. Miller et al., tried at Savannah, Ga., the U. S. Supreme Court on February 26 held that "the publishing of a tariff schedule and the posting of it does not establish a rate."

The Miller Brothers of Philadelphia were charged with having received rebates from the Merchants' and Miners' Transportation Co., the Seaboard Air Line and Atlantic Coast Line in routing grain to Jacksonville, Fla., in December, 1907. The railroads pleaded guilty and were fined. The shippers, it was charged, were allowed a rebate of 5 cents a hundred on wheat shipped over the respective transportation lines. Judge Speer, in the United States Circuit Court, ruled that there was no posted rate, and therefore no legal rate was established. The defendants were adjudged not guilty by the decision of Judge Speer, but as the result of protests from Southern shippers they were subsequently arrested, and thereupon they appealed to the Supreme Court.

The press synopsis of the Supreme Court's opinion is rather meagre, but in brief it is this, that Judge Van Devanter pointed out that the mere posting of a tariff did not establish a rate or maintain it; for if this act made a rate a mischievous person could destroy a rate by tearing down the posted notice of the railroad company; but that the rate usually allowed shippers is the established rate; and if any rebate was given the Miller brothers from the rate granted other shippers the law was violated.

BILL OF LADING IN CONGRESS.

The Senate committee on interstate commerce has been at work during the past thirty days on the bill of lading act. At the hearing on February 16 the importance of the order bill of lading in commerce was dwelt upon, as was the necessity of safeguarding such bills from easy sophistication or illicit manufacture. M. S. Wexler, a New Orleans banker, told the committee that it is necessary to insure their ready negotiability to have them thoroughly safe. Otherwise, he argued, bankers would not extend credit. So widespread has been the custom of agents of railroads issuing bills of lading without receiving the goods and bankers having to stand the loss, Mr. Wexler declared, that either bankers soon would stop advancing money or would be required to charge large discounts for the risk. Exportation of goods to foreign countries, especially of cotton, he said, is suffering, because foreign bankers were afraid of American bills of lading.

"Compared with the holding up of taxicabs, the frauds possible under the present bill of lading practices would be a comparatively safe industry," said Hugh L. Bond, general counsel for the Baltimore and Ohio Railroad Company.

Mr. Bond favored action holding the railroads to a strict liability for bills issued by them, but he wanted an opportunity given counsel in the case to get together and work out a satisfactory adjustment as a legislative basis, conserving at the same time the interests of the banks.

A. P. Thom, general attorney for the Southern Railway, testifying for the railroads, said the liability of the railroads for lading bills made out between the agents and shippers, with all the opportunity for collusion between these two individuals, would place the railroads in the position of being not only carriers but bankers. He said that through the Southeastern territory the railroads are now co-operating, and have established a central bureau at New York, to which the roads forward copies of all lading bills. He said the complaints came from the banks, which feel that the bureau concentrates business at New York to the detriment of other ports. He said the railroads want to co-operate to the fullest extent, but that they should not be held liable.

The bill is still in committee.

COMMERCE COURT.

The Commerce Court on February 28 annulled a ruling of the Commerce Commission that certain class freight rates from New Orleans to Montgomery, Selma and Mobile, Ala., and to Pensacola, Fla., must be reduced. The Court also declared that Congress never intended to give the Commerce Commission the wide authority that it has assumed. It was further stated that the reduction ordered was not justified by the facts of the case.

The decision was brought about by the Louisville & Nashville R. R. trying to annul the Commission's order, making the claim that if the Commission's "reasonable rates" were enforced the loss to the road would be \$200,000 every year. The New Orleans Board of Trade alleged that the L. & N. discriminated against that city on rates and requested that that city be placed on an equality to the Southeastern territory with New York, Baltimore, the Carolinas and Virginia.

After an elaborate discussion of the evidence submitted, the court's opinion concludes:

"Counsel for the Commission and for the Government simply rely on the authority of the Commission to determine what is a reasonable rate and the conclusiveness of its judgment, where it has

done so, against which, it was argued, the courts can afford no relief unless the rate which has been fixed is shown to be confiscatory. This contention must be rejected. In our judgment, it was never intended to confer on the Commission any such unrestrained and undirected power.

"It is not within the authority of the Commission to reduce the rates in this or any other case, not merely against the weight of the evidence produced to sustain them, but without anything substantial to warrant the conclusion reached or the reasons assigned therefor. And this we are convinced is a case of that character. Having regard to the undisputed evidence adduced at the hearing, the existing rates were not shown to be unjust or unreasonable, and there was therefore no valid basis for the Commission's conclusion."

This was the first case argued before the Commerce Court after its establishment, more than a year ago. It proved to be a stubborn proceeding and the court took full time for its consideration.

COMMERCE COMMISSION RULINGS.

Finding that wheat and corn rates from points in western Missouri to Little Rock are excessive, the Commission on February 21 suggested that the carriers readjust their tariffs so that the rate on wheat would be reduced from 23 cents to 20½ cents per 100 pounds, and on corn from 19 cents to 17½ cents.

The Commission on February 20 issued an order directing that railroads shall furnish to shippers cars of the dimensions ordered within six days. If larger cars should be furnished the charges for transportation shall be on the basis of the minimum weights of the smaller cars.

The Commission on February 24 ordered that rates on grain and hay from Chattanooga, Tenn., to destinations in Alabama, affecting in some instances the rates beyond, be reduced an average of 20 per cent.

The Commission in a decision filed on March 4 held (case of Lindsay Brothers of Milwaukee, Wis., against the Lake Shore and Michigan Southern Railway and others) that railroads should amend their tariffs to contain a rule providing that when a carrier is unable to furnish a car of large dimensions ordered by the shipper, two smaller cars may be furnished and used on the basis of the minimum weight fixed for the car ordered.

AWARDS IN REPARATION—BENEFICIARY.

The Commission on February 17 (in Lamb, McGregor & Co. vs. C. & N. W. Ry. Co. et al.) held to the principle that an award for reparation should be made only to the person actually damaged.

The complainant set up an overcharge on a bulkhead shipment of wheat and flaxseed from Esmond, S. D. The charges exacted by the road were paid by the commission firm, who charged the full amount to their customer. Later they demanded a refund of the overcharge from the railroad through a proceeding before the Commission.

The carrier's rule as to bulkhead shipments required one of the grains to be sacked; but, say the Commission, "we do not find any authority for the exaction of rates on the flaxseed on basis of a carload minimum. The rule did not permit the shipment of the two commodities in bulk in the same car, but having been so loaded by the consignor and having been accepted by the carrier's agent and hauled from Esmond to Minneapolis, the duty of the defendants was to charge therefor in accordance with their published tariffs."

"Upon the record we are of the opinion and find that the shipment was overcharged to the extent that charges assessed on the flaxseed at the carload rate and minimum rate exceeded the charges that would have accrued had the less than carload rate of 37 cents been applied on the actual weight of 7,430 pounds. Upon this basis the overcharge amounts to \$19.01."

The interesting and important nib of the opinion is, however, as follows:

"The complaint asks reparation and the prayer is that the Commission require the defendants to make reparation to the complainant. This we can not do. It clearly appears by complainant's testimony at the hearing that it had no legal interest in any award that might be made; that its only authority for filing the petition was a protest made to it by Barber [the consignor] respecting the freight charges on the shipment. The law contemplates that an award of reparation shall be made to the party actually injured. So far as the record indicates, Barber, the consignor, was the injured party in this transaction. As he is not a party to the complaint, we can make no order of reparation upon the record as presented. The defendants should, however, ascertain the party rightly entitled to the overcharge found and refund the same to him without an order from the Commission."

"The rule in the western trunk line tariff referred to above, as republished in subsequent issues, has been amended so as to permit the bulkheading of wheat and flaxseed, and specifies that a charge of \$5 above the rate shall be made therefor. No question is made of the reasonableness of the rates involved, and therefore no order for the future will be made."

FIELD SEEDS

High school tests of Minn. No. 13 corn at Benridge show almost perfect germination.

Several counties of western South Dakota will distribute grain seeds to needy farmers.

Toronto has been compelled to go to Montreal to get peas at \$1.65 to \$1.75 per bushel in car lots.

The Michigan Bean Association will offer \$500 in prizes for best 5-acre field of beans grown in 1914.

Indications point to a smaller acreage to flax in the Northwest in 1912 than was seeded in 1911, in spite of high prices for seed.

The Clinton Seed Co. has been chartered at Clinton, Okla., by H. B. Lipscomb, E. A. Humphrey and others; capital stock, \$1,000.

All packages of seed must be inspected and sealed by the Canadian Seed Growers' agent before they leave the premises of the grower.

Merchants at Ardmore, Okla., have raised a fund to provide kaffir corn seed to plant 7,500 acres in that neighborhood in 5-acre lots for forage.

The Winnipeg Elevator Co.'s elevator at Regina, Sask., has been purchased by the Mooney Seed Co. for about \$20,000, and will be used for seed only.

Some of the best testing seed corn sent to Lincoln for examination in February was a lot of "old corn" from Crete of crop prior to 1911, year not named.

The Wisconsin Alfalfa Club, operating in conjunction with the Madison elevator, distributed (sold) 30,000 lbs. of alfalfa seed in that state during the winter.

S. G. Courteen, commission merchant, is said to be planning the construction of the \$200,000 seed warehouse on property in the Reed Street yard, Milwaukee.

The Brookneal Feed & Seed Co. has been organized at Brookneal, Va., with W. R. Walker as president and H. C. Holt, sec.-treas.; capital, \$2,000 with limit of \$25,000.

The G. D. Sutton Co. of Mason, Ill., has made contracts in Henry county for 500 acres of land for seed breeding in 1912, and will erect a storage and drying house at Geneseo.

The McVay Seed Co. has been organized at Birmingham, Ala., by J. B. Dolson, president and Mrs. C. E. McVay, secretary; capital stock authorized, \$10,000, of which \$5,000 has been paid in.

The house, on March 7, after a turbulent session, refused to cut the \$268,000 item for the seed distribution gratuity out of the agricultural department appropriation bill. The last effort to kill it was an amendment from Representative Jackson of Kansas to have the distribution made by the department instead of by congressmen.

At the annual meeting of the Northern New York Corn Growers' Association at Canton, the following officers were elected: President, William H. Daniels, Ogdensburg; vice-president, William A. Mather, Belleville; secretary-treasurer, J. J. Sheahan, Canton. Directors—J. Leslie Craig, Ogdensburg; Seth Gordon, Chazy; L. E. Westcott, Malone.

Comparative tests of soy bean and linseed cake for stock feed were made by the Scotland Agricultural College. Cake was used in combination with equal quantities of turnips, straw hay and dried grain, with the result that the feeding value of soy bean cake was about three-fourths that of linseed cake including allowance for the higher manurial value of soy bean cake.

The Nebraska Pure Grain and Seed Growers' Ass'n has been organized at Lincoln with W. D. Stelk as president and T. A. Kiesselbach of the Department of Experimental Agronomy, secretary and treasurer. This association will hold an annual meeting next year during "organized agricultural week." All the members individually pledge themselves to maintain a high standard of pure seed production.

One of the most thorough educational campaigns of the winter on the seed question has been just concluded in Nebraska. Nearly every part of the state has been reached by lecturers; many cities, through merchants' organizations and the schools have tested corn, while the local newspapers have done their share; so that if any farmer is unadvised as to the questionable character of the seed in that state he must be dense indeed.

According to the report of George H. Clark, Dominion seed commissioner, Ottawa, the outlook for an adequate supply of grain suitable for seed in Western Canada is much more promising than was thought possible earlier in the season. During the past two months a large proportion of the country has been covered by inspectors employed by this branch, and over 1,000 samples of grain have been tested for germination for the Ottawa and Calgary seed laboratories. While the investigation is not yet complete, the results of the inquiry to date are quite reassuring, as they indicate that in nearly

all districts there will be sufficient grain suitable for seed for local requirements.

LOCATING SEED SUPPLIES.

The Seed Trade Reporting Bureau, Chicago, gives notice that co-operative with the crop improvement committee it makes the following offer:

"Send us samples of the seeds you can offer together with amounts, we will test same and send certificate of test to you. If the seed is of standard quality, we will furnish the Council of Grain Exchanges with your name and address together with the amount and kinds of seed you have for sale.

"In order to aid the Council in this undertaking, we offer our services without charge to test one sample for purity and germination, from any one person or firm. If you have more than one lot to offer, the fee which should accompany the samples, will be, for clovers, purity, \$1, and alfalfa \$1.50 per sample. Germination tests of all leguminous seeds and grains 35 cents each.

"When seed corn is offered, kind and locality where grown should be given. Corn testing around 80% germination this season should meet with a ready sale. It is a necessity, however, that the vitality be known."

CLOVER SEED COMMENT.

Michigan seed shipper recently wrote J. F. Zahm & Co., Toledo, as follows: "Referring to clover seed, we might say that our sales to date during February having been more than double the total sales for this month any time in our experience. Our trade has been mostly of a jobbing character, yet quite a number of farmers have bought. The past two years we have sold more seed in April than any other month, farmers having abandoned the old practice of sowing in March on the snow. If present demand continues we will not have a bushel of clover or alsike seed by April 1st."

Zahm & Co. say: "Acute shortage in Ohio and Indiana is quite apparent as shown by the numerous rush telegrams received by us the past few days asking for quotations and rush shipment regardless of price. This too in face of recent big snow storms that extended pretty well all over the country. They don't wait to write but use the wires. Hand to mouth demand is likely due to high price, but it makes big holes in the small stock carried in this country. If a strictly commission house is getting so many inquiries the strictly seed houses must be flooded."

C. A. King & Co. say: "The American farmers should thank the foreigners for present reasonable prices of clover seed. Large imports have saved them from still higher prices. Some farmers claim the high prices are due to manipulation here. This is wrong. There is no manipulation. Scattered country bulls have been and are still the principal longs. They expect to need the seed at home. They are taking some today which was delivered upon March contracts. Deliveries were larger than expected because of the continued wintry weather which will delay the spring demand."

[For the "American Elevator and Grain Trade."]

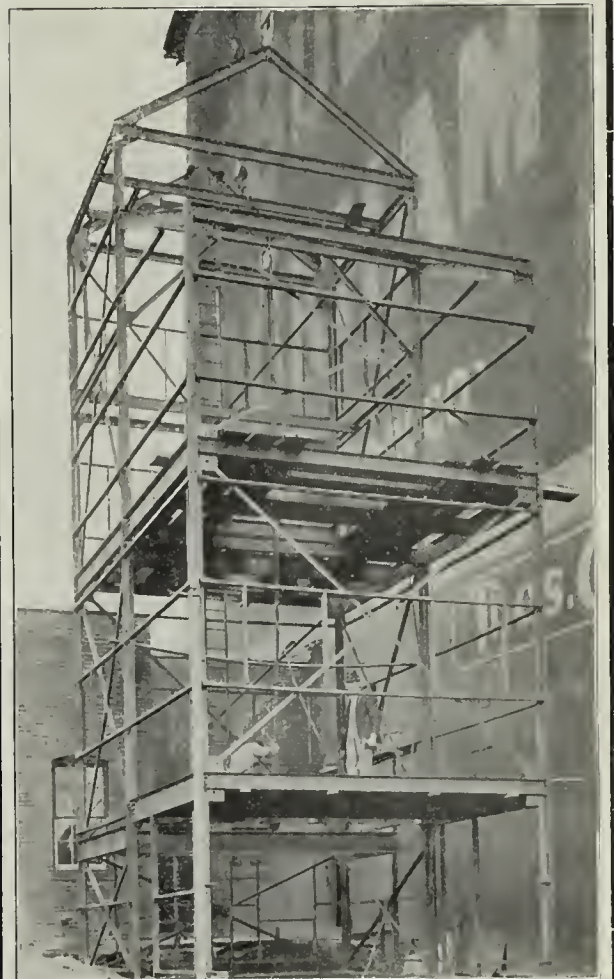
A NEW DISCOVERY.

BY JULIAN KUNE.

For many years there has been a search in European countries for vegetable fibres which would be suitable for cloth weaving. The main object for this searching was to free the cloth manufacturers of the world from the domination of King Cotton and the speculative manipulations to which the cotton market has been subject in recent years. As far back as 1876 a German commission, composed of prominent chemists, technicians, and botanists, was appointed to investigate the possibilities of the domestic nettle, but the problem remained unsolved, owing to the difficulty of freeing the fibre from the woody parts of the stem without injury and without too great expense of handling. A recent item in a Berlin paper reports that private experiments have solved the problem by the invention of a feasible commercial process which after two years' testing has given excellent results. The method of treatment is both simple and inexpensive and is so rapid that in eight or ten hours' time it supplies a smooth, bleached spinnable yarn from the green plant to the saleable product; and at a price considerably below that of raw cotton.

The nettles are harvested twice a year, at the end of June and at the end of September, with mowing machines. They lie in the field to dry from two to four days, and thereby lose the power to sting; then they are handled like flax to remove the leaves and twigs, after which the naked stems are hoiled in diluted soda-lye in open kettles for half an hour or so, until the fibre begins to loosen. Then it is separated by revolving brushes. The process of refinement also is completed by repeated boilings under high pressure, and after proper bleaching the product consists of a dazzling white. Then it is treated like other textile threads, combed, carded and spun. The finished yarn is as soft and smooth as flax with only a slight woodiness remaining much less than that of hemp, jute.

The Ellis Drier Co.



Showing steel frame work of moderate sized drying plant erected for Langenberg Bros. & Co., St. Louis, Mo. This plant has a capacity of 400 bushels per hour.

Postal Telegraph Bldg.
CHICAGO,
U. S. A.

LATE PATENTS

Issued on February 13, 1912.

Grain Hulling and Scouring Machine.—Charles Schacht, Highland, Ill. Filed May 1, 1911. No. 1,017,326. See cut.

Scale Attachment for Supporting Wagon Beds.—Charles E. Burnett, North Rose, N. Y., assignor of one-half to Cassius M. Clapp, North Rose, N. Y. Filed May 1, 1911.

Seed Cleaning Machine.—Peter L. Willet, Shiloh, Ohio. Filed April 14, 1911. No. 1,017,631. See cut.

Car Seal.—Don D. Davis, Saginaw, Mich. Filed December 9, 1910. No. 1,016,985.

Issued on February 20, 1912.

Grain Door for Cars.—Rudolph C. Miller, Beaumont, Texas. Filed December 23, 1910. No. 1,017,786.

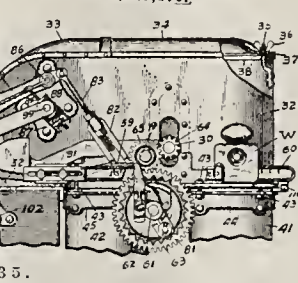
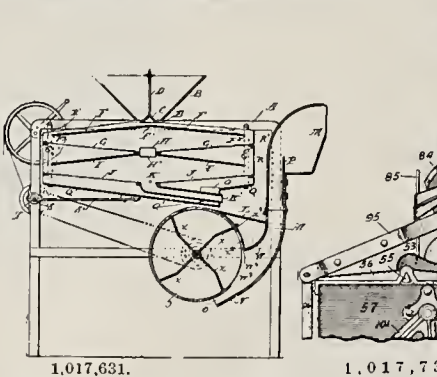
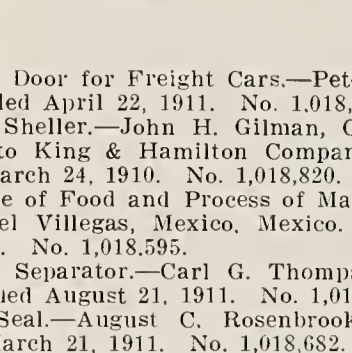
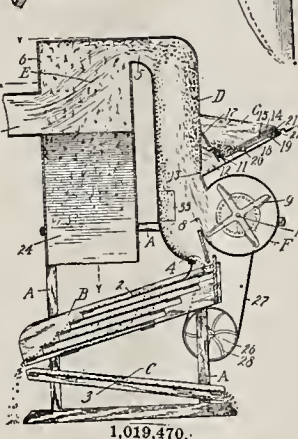
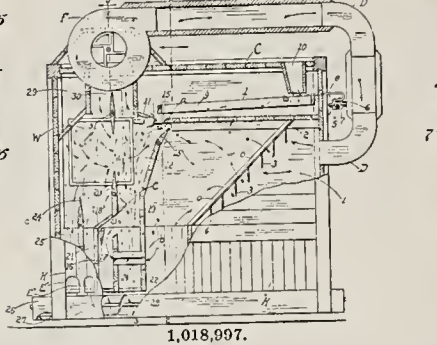
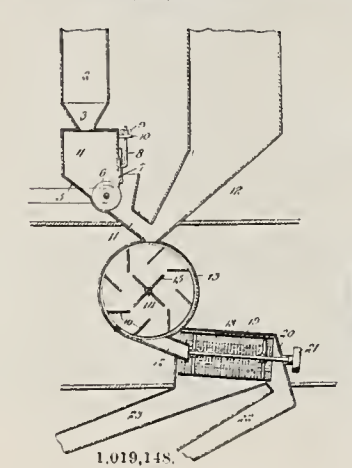
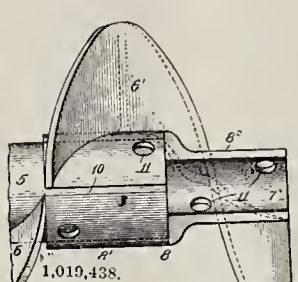
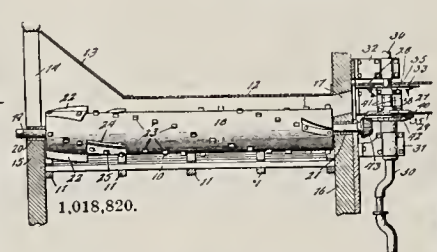
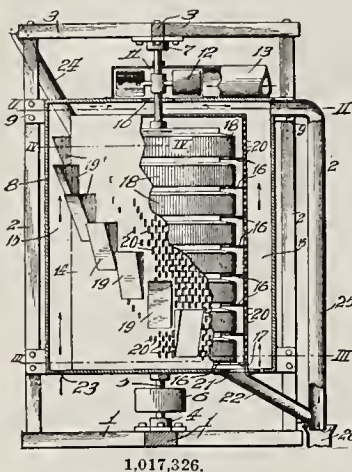
Grain Elevator and Weigher.—Chester Bradford and George L. Chatfield, Indianapolis, Ind.; said Chatfield assignor to said Bradford. Filed April 2, 1906. No. 1,017,735. See cut.

Issued on February 27, 1912

Corn Pick.—Donald B. Stone, Springville, Iowa. Filed November 26, 1910. No. 1,018,788.

Driving Belt.—Henry G. Voight and August Voight, New Britain, Conn. Filed April 22, 1909. Divided and this application filed July 26, 1911. No. 1,018,792.

Grain Car Door.—Charles H. Kenny, Winnipeg, and Malcolm McMillan, Gladstone, Man. Filed August 5, 1909. No. 1,018,623.



Grain Door for Freight Cars.—Peter Oak, Laurel, Neb. Filed April 22, 1911. No. 1,018,793.

Corn Sheller.—John H. Gilman, Ottawa, Ill., assignor to King & Hamilton Company, Ottawa, Ill. Filed March 24, 1910. No. 1,018,820. See cut.

Article of Food and Process of Making the Same.—Manuel Villegas, Mexico, Mexico. Filed August 21, 1911. No. 1,018,595.

Grain Separator.—Carl G. Thompson, Louisville, Ky. Filed August 21, 1911. No. 1,018,997. See cut.

Car Seal.—August C. Rosenbrook, Wall, S. D. Filed March 21, 1911. No. 1,018,682.

Issued on March 5, 1912

Combined Bag Holder and Weighing Scale.—Dell E. Millard, Galesburg, Kan. Filed May 8, 1911. No. 1,019,685.

Screw Conveyor.—David D. Drummond, Oglesby, Ill. Filed July 22, 1910. No. 1,019,438. See cut.

Grain Door.—Calvin P. Coon, Bruce, Wis. Filed February 4, 1911. No. 1,019,025.

Grain Cleaner.—Thomas O. Helgeson, Minneapolis, Minn., assignor of one-half to Fosston Manufacturing Company, St. Paul, Minn. Filed September 29, 1908. No. 1,019,470. See cut.

Method of Cleaning Grain.—George Halliday, Tacoma, Wash., assignor of one-half to John D. Armstrong, Tacoma, Wash. Filed September 6, 1910. No. 1,019,148. See cut.

It is said that there is among the negro laborers of the rice belt of Louisiana and Texas a "Sacrifice

sect" who indulge in a form of voodooism with a hideous perversion of Scripture, holding ritual murder necessary for their "salvation." The death roll already disclosed amounts to thirty persons, and the frightened colored population is fleeing from the scene of these tragedies in such numbers that the planters dare look for only half a crop during the coming season.

In making your purchases of corn from the north, please exercise great care. As I have before cautioned you, do not expect to get prime and first-class grain when you are buying certificate corn. If you get absolutely dry corn, you will have to stand for a premium. No. 2 corn is permitted by the rules to contain 16% moisture, and northern corn with 16% moisture will not keep in our Texas climate at this season."

The following is the broom corn production of the ten leading broom corn counties of Kansas for last year, in pounds: Stevens, 3,875,900; Seward, 1,695,710; Morton, 1,283,450; Reno, 1,143,200; Rice, 888,000; Kearney, 751,200; Allen, 657,000; Hamilton, 564,100; McPherson, 554,400; Stanton, 510,625. The total of these ten counties is approximately 12,000,000 out of a total production in the state of 14,800,000 pounds.

SALES OF U. S. MOISTURE TESTERS.

The Hess Warming and Ventilating Company, Chicago, reports a very active demand for its testers from all directions. Among recent orders we list the following:

Colorado—F. C. Ayres Mercantile Co., Denver.

Co., Ridgeway; Northwestern Elevator & Mill Co., Mt. Vernon.

Oklahoma—Chickasha Milling Co., Chickasha. South Dakota—Farmers' Elevator Co., Burbank; McCaull-Webster Elevator Co., Burbank; McCaull-Webster Elevator Co., Elk Point; McCaull-Webster Elevator Co., Meckling, Yankton and Vermilion; Thompson Lewis Co., Vermilion. Wisconsin American Milling Co., Superior, Wis.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS

FOR SALE.

Elevators in Illinois and Indiana that handle from 150,000 bushels to 300,000 bushels annually. Good locations. Prices very reasonable. Address JAMES M. MAGUIRE, Campus, Ill.

ELEVATORS IN NORTHWEST FOR SALE

Sixteen elevators in North Dakota and Minnesota for sale. Good stations; prices reasonable. Will sell either as a line or separate. Address .308 BOARD OF TRADE, Duluth, Minn.

FOR SALE OR EXCHANGE.

Good inside, income bearing, city property in one of the best cities in Iowa for sale or exchange. Would consider a small line of elevators in northwestern Iowa or southeastern South Dakota. What have you to offer? Address N. T., BOX 3, care American Elevator and Grain Trade, Chicago, Ill.

FINE TERMINAL PLANT FOR SALE.

Grain Elevator property for sale at Harvey, Ill., on Grand Trunk Railroad. Description: 10 fire-proof storage tanks, capacity 250,000 bushels; bleaching tower; boiler house and boiler; office; motors; machinery; electric switches; concrete foundation for working house, etc. Direct and belt connections with all railroads. Address H. W. ROGERS & BRO., Western Union Bldg., Chicago, Ill.

WASHINGTON MILL FOR SALE.

For sale or trade, a good up-to-date 60-barrel Case and Nordyke & Marmon flour mill. Has strong outfit for chop and grain cleaning. Located in nice city in best part of Palouse county, Washington. Two railroad tracks to mill; 1,000,000 bushels of grain marketed at this point this year. Fine local trade with great opening for handling and shipping grain. For particulars write S. J., BOX 3, care American Elevator and Grain Trade, Chicago, Ill.

SCALES

TRACK SCALES FOR SALE.

Fairbanks Track Scales for sale, of modern construction and as good as new. For particulars apply to BRINTON WALKER, Christiana, Pa.

POSITIONS WANTED

POSITION AS MANAGER WANTED.

Position wanted as manager of elevator or flour and feed business. Five years with present firm. and familiar with the details of the business. Thoroughly reliable, best of references, not afraid to mix muscle and brains. Position must be a permanent one. Address G. M., BOX 3, care American Elevator and Grain Trade, Chicago, Ill.

99

For twenty-five years 99 Board of Trade has led as headquarters for latest grain news and descriptive literature covering world's crops. Wagner Letter, Wagner Crop Booklet, "Grain Investments" sent on request. Write to 99.

E. W. WAGNER & CO., 99 Board of Trade, CHICAGO

Illinois—Carlock Farmers' Elevator Co., Carlock; G. L. Shaw, Beardstown; C. G. Sauer & Co., Dana; Robinson Drew & Co., Emington; Farmers' Elevator Co., Ransom; Saunemin Elevator Co., Saunemin; Toluca Elevator Co., Toluca; P. E. Buetke, Dana; E. W. Beutke, Leonore.

Iowa—Farmers' Elevator Co., Cleghorn; Lake City Grain Co., Lake City; Farmers' Elevator & Supply Co., Linn Grove; A. Freund & Co., Lowden; Edmonds Londergren & Co., Marcus; M. Goltry & Co., Newell; Farmers' Elevator Co., Radcliffe; Moeller & Walton, Reinbeck; Sanborn Co-operative Grain Co., Sanborn; Curt Tigges, Van Cleve; Thorpe, Scott & Co., Wapello; Western Elevator Co., Webster City; Ritter Farmers' Elevator Co., Sheldon; Farmers' Co-operative Elevator Co., Woolstock.

Kansas—Blair Elevator Co., Atchison. Kentucky—Darlington Distillery Co., Carrollton; United American Co., Louisville; Daviess County Milling Co., Owensboro.

Louisiana—Kalmbach, Ford & Co., Shreveport. Maine—Grand Trunk Railway System, Portland. Michigan—Cass City Grain Co., Cass City; J. P. Burroughs & Son, Flint; Holmes Grain Co., Marlette. Minnesota—Consolidated Elevator Co., Duluth; McCaull Webster Elevator Co., Minneapolis. Missouri—Simonds-Shields Grain Co., Coburg; Corno Mills Co., East St. Louis; Burke Grain Co., St. Joseph.

Nebraska—Benson Grain Co., Coleridge; Trans-Mississippi Grain Co., Kearney; Benson Grain Co., Wakefield; Saunders Westrand Co., Wakefield; Phelps & Stoley Co., Cuba; Lyons Roller Mills, Lyons.

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[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

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Anyone in Ohio having grain elevator for sale please give me full description, capacity and location. Address CRITO, Box 2, care of "American Elevator and Grain Trade," Chicago, Ill.

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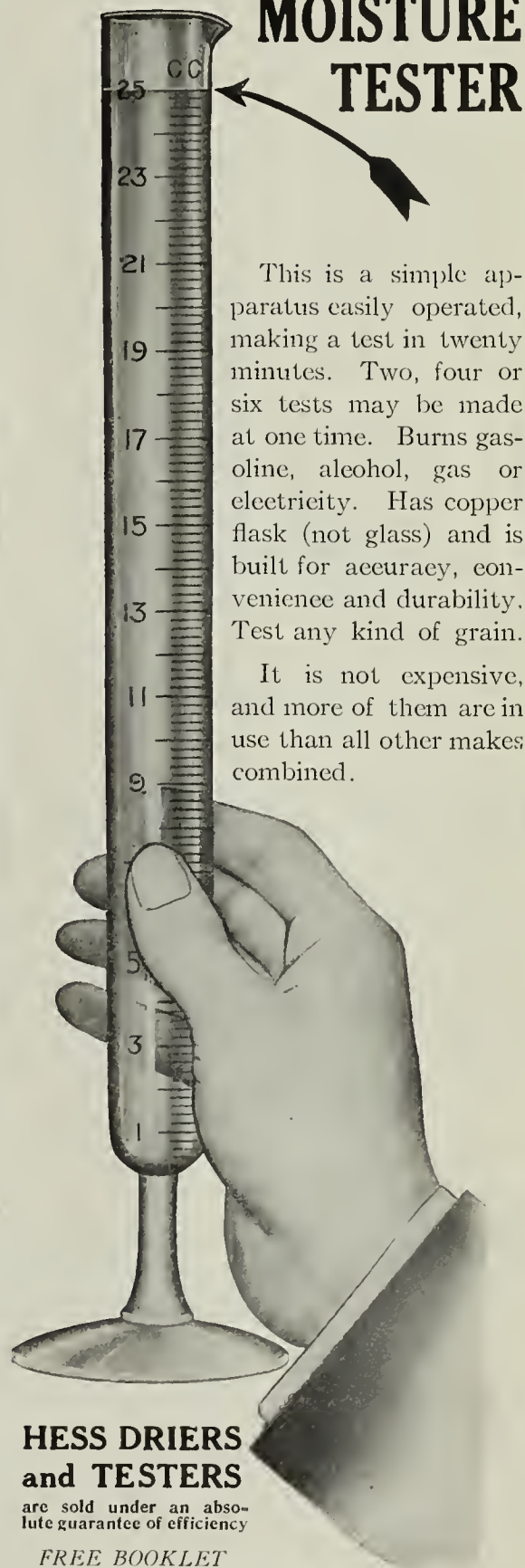
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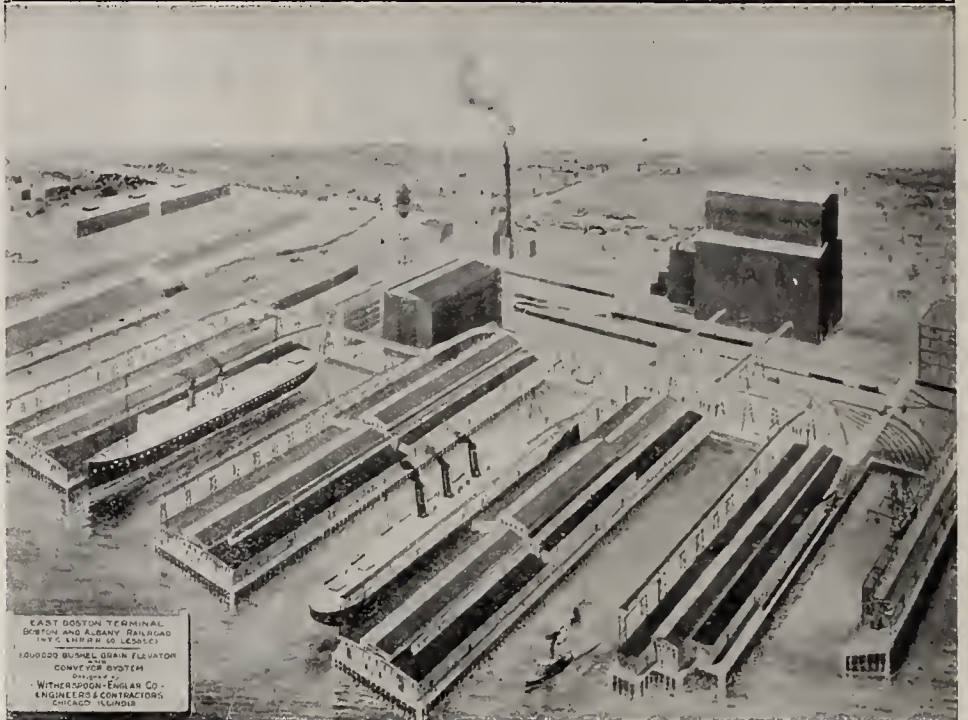
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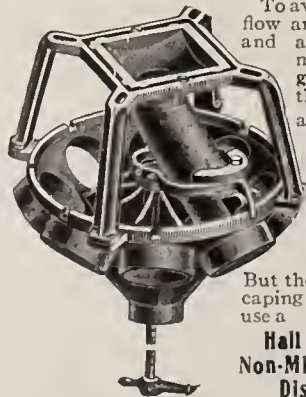
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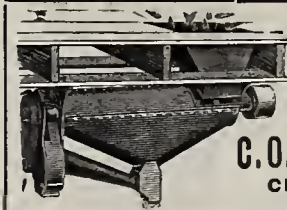
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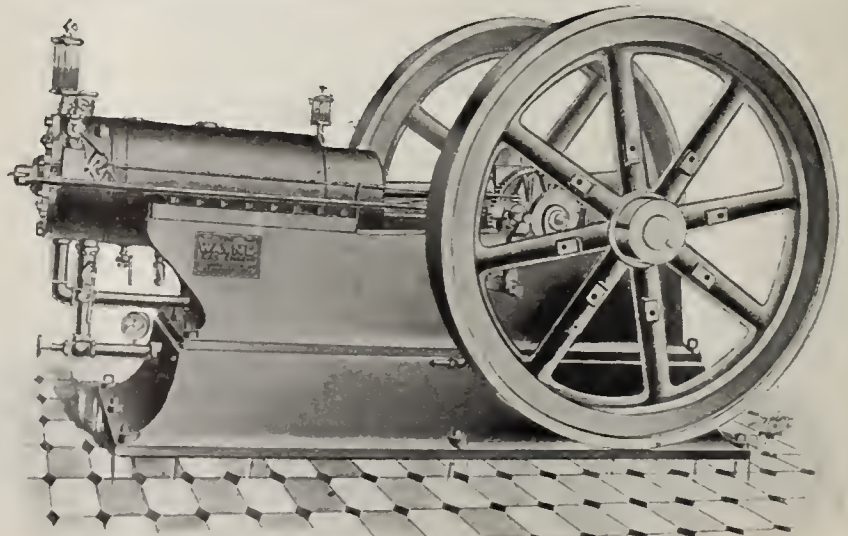
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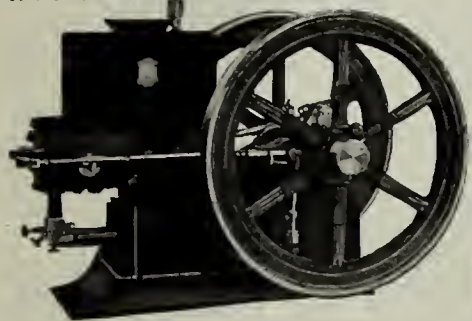
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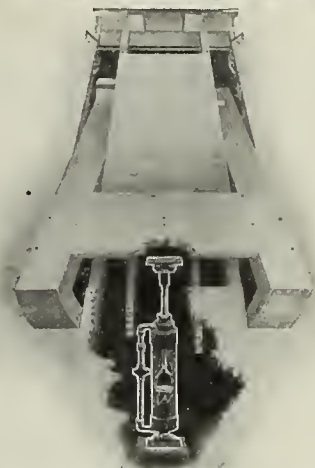
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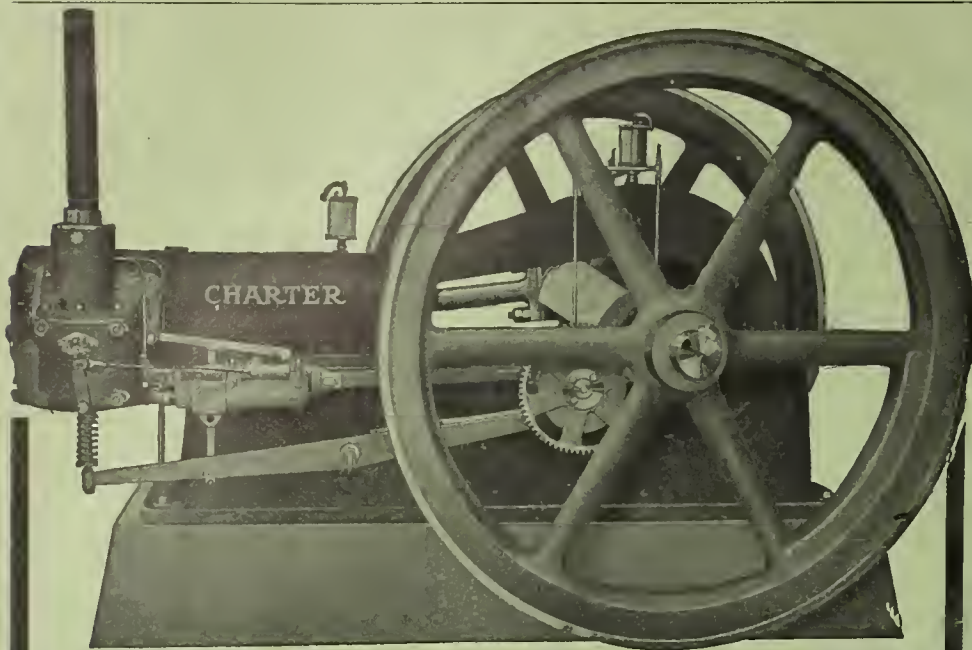
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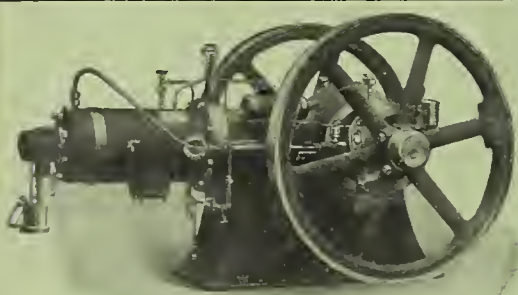
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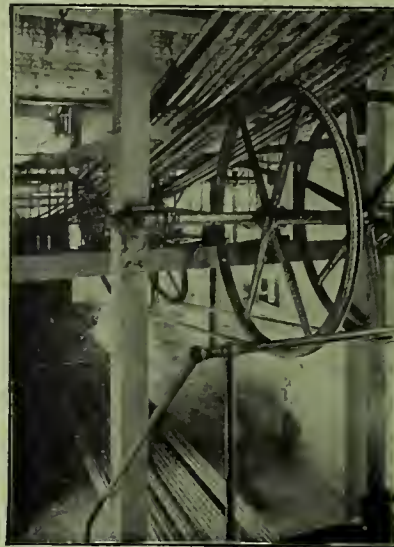
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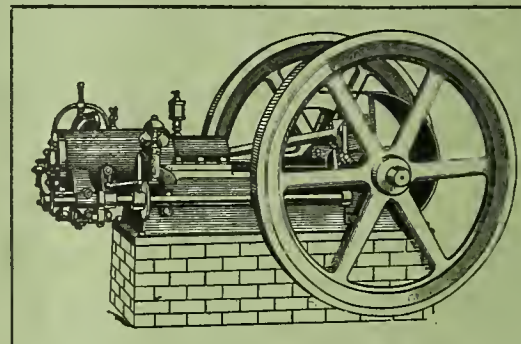
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